VOLUME V NUMBER 19

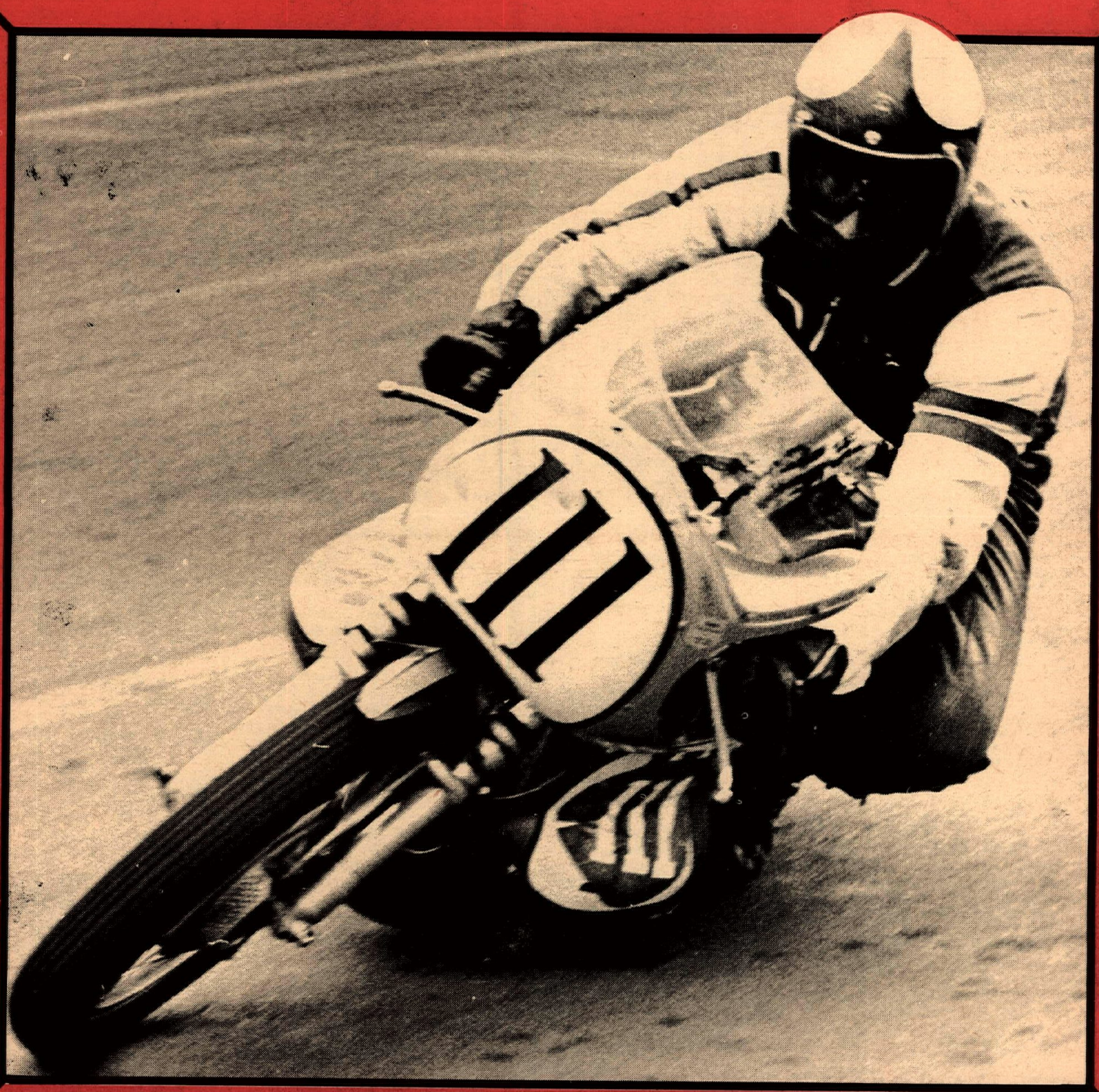
SPECIAL COVERAGE
175-mile National Endurance Run

June 6, 1968

25¢

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS WEST



San Diego's fastest dealer/racer Don Vesco took first in class, second overall on his 350cc Bridgestone against machines twice its size at the Orange County International Raceway's AFM road race event Sunday, May 12. — Photo by Dennis Greene.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

MAY 19 – 13 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Richmond MC. Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.–Entries from AMA or District Referee. Entries close April 28.

MAY 19 – HARE & HOUND

NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah–Entries from AMA or promoting club.

MAY 26 – 12 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Pa.–Reading fairgrounds–Entries from AMA or District Referee. Entries closes May 5.

MAY 26 – 250 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209–Entries from AMA or promoting club.

JUNE 2 – 5 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich. –Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL

CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

JOIN U.M.E.

EVERY WEDNESDAY NIGHT

ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT

AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

QUARTER–MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Gates open at 6 p.m. Signup 6:30-7:30 p.m., practice 7-7:45 p.m., first race 8 p.m. 100cc, 200cc, 250cc, AMA sanc. Adm. $2.00 ride or watch. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. Ride or watch $2.00. Pits open 6:30 p.m., races at 8 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. Every Fri. night through Sept. 6. No race July 5, 19 & Aug. 30.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc., $600 purse. Night race. For info contact Mt. Baker M.C., 600 DuPont Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. [illegible] near Adelanto, Calif. 0-250cc [illegible] 10:30 a.m., big bikes a[illegible] a.m. Admission $1.25 [illegible] $2.00 entry fee. Class [illegible] October. Call (213) 861-5189 for further info.

TEMPORARILY CLOSED – RE-OPEN TO RACE JUNE 2

FRIDAY, MAY 17th

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race. Signup closes at 7 p.m., first race 7:30 p.m.

SATURDAY, MAY 18th

SPORTSMAN SHORT TRACK RACES at Chris Beck Arena, Sonoma Co. Fairgrounds, Santa Rosa, Cal. Presented by North Bay M.C. & Santa Rosa J.C.'s for benefit of mentally retarded children. All AMA classes. Signup & practice 5:30-7 p.m., race at 7:30 p.m. Adults $1.50, juniors 75¢, kids free. For info call Ray Bennett (707) 546-4655 or write 5140 Occidental Rd., Santa Rosa, Cal. 95401.

SUNDAY, MAY 19th

HALF-MILE PROFESSIONAL DIRT TRACK at San Jose County Fairgrounds, San Jose, Cal., promoted by Barkhimer Associates. $1200 guaranteed purse. Time trials 11 a.m., racing at 2:15 p.m.

POKER RUN by Ridge Riders Trail Club, Inc. at Apache Canyon, Calif. Single 40-mile loop. Rider meeting 10 a.m., start for over-250 bikes at 10:15 a.m., under-250's start at 10:30. $2.00 donation, sweeps and poker hand trophies. Bring water & lunch. Elev. 3000-7500 ft. Spark arrestors. Contact Bob Doke, 149 Apricot St., Oak View, Cal, phone 649-1960 for more info. Location: 7 miles off Hwy. 33 past Lockwood-Ozema Rd.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND RACE, presented by the Salt Lake M.C. at Cherry Creek, just southwest of Eureka, Utah. 8th annual event, extremely varied terrain – soft dirt, trees, Sahara-type sand dunes, sage brush, steep grades, mountain passes, etc. Trophies, finishers pins, merchandise awards. Five-foot perpetual trophy. Course well marked, covered by radio and first-aid equipped jeeps. Entry $3.00 mail entry (closes May 15) or $5.00 post entry (closes at 9 a.m. on race day). Mail standard entry to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101 or write them for more info.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125–250–500–Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Calif. 91335. Close May 15, 1968. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8:00 a.m.

ACA GRAND PRIX ROAD RACE, Riverside, Cal. Int'l Raceway. All GP & Prod. classes 50cc through Open plus sidecars. Pits open 8:30 a.m., first race at noon. Entry $5.00, trophy presentation at track. For info contact ACA, P.O. Box 247, Fullerton, Cal. 92632.

BUSHMASTERS MOTO-CROSS at Beaumont, Cal. All classes, three 30-min. motos per class, race as follows: 0-125, 126-250, 251-Open. Take US 60, 70, 99 to Beaumont Ave. offramp. Follow lime 2 miles south. First race 10 a.m.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock, Wash. Fairgrounds. Contact club at Box 51, Castle Rock, Wash. for more info.

SURPRISE RUN by Road Cruisers M.C. Starts at San Diego H-D, 929 India, San Diego, Cal. Sign in 8:30-10 a.m. Deadline 2 p.m. AMA sanc. RRA point run. Trophies, food, fun, drinks, donation $2.50.

SHAMROCKS SCRAMBLES point run that was to be held at the Bay Mare track near Moorpark, Cal. has been CANCELLED.

AMA SPORTSMAN ROAD RACE presented by Southwest M/C Racing Assn. at Green Valley, Texas. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

HARE SCRAMBLES presented by Simi Valley M.C. Limed from California City, Cal. golf course. AMA Dist. 37 approved. 10 a.m. start, fast course. For info contact G. Peterson at (213) 981-1388 after 6 p.m.

AMA SCRAMBLES presented by Stockton Scramblers M.C. at Lodi Cycle Bowl, Lodi, Cal. $1.50 to ride or watch. Signup 7-11 a.m., practice 9-11 a.m., race at noon. Flag starts, top brass.

15th ANNUAL RED ARROW ENDURO by Sonora Pass M.C. at Confidence, Cal. First rider out at 10:01 a.m. Dirt roads, trails, very little highway. Spark arrestors a must. Entry fee $3.00, post entry $5.00. AMA entry form or write Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370.

TT SCRAMBLES by Experts M.C. at Mesa Speedway. Graded, surfaced 5/8-mile TT course, Class C traction. Practice 10 a.m., race at noon. Gear high. So. on Interstate 5 to Main St. turnoff so. of Chula Vista, Cal. Follow Otay Mesa Rd. & lime to track. For info call Earl Roloff at 479-3209 or 239-6119 in San Diego.

HILLCLIMB at Outlaw Canyon presented by the Reveliers M.C. of Bakersfield, Cal. Trophies in all classes 1st, 2nd & 3rd. Open Event 1st Place. Signup 7:30 to 9:30 a.m. Climb starts at 10 a.m. Something new, open to all buggies, dune buggy climb, also 3 classes of trophies. Refreshments, $1.00 ride, $1.50 watch. For info (805) 832-2385 or Reveliers M.C., P.O. Box 883, Bakersfield, Cal.

SUNDAY, MAY 19 & 26th

AMA TT SCRAMBLES by Shasta M.C., all classes. Smooth TT track, practice & signup 10 a.m. til noon, first race 1 p.m. Location: Take Business Loop, Interstate 5, between Redding & Anderson, Cal. Turn west on Happy Valley Rd., follow sign to track. For more info call (916) 241-4008.

WEDNESDAY, MAY 22nd

LOST COYOTES & SHAMROCKS TROPHY PRESENTATION will be held at Sunland Park in Sunland, Calif. Time 8:30 p.m.

ACA SHORT TRACK PRACTICE, Orange Co. Speedway. Session from 7 p.m. to 9:30 p.m. 100cc, 125cc, 250cc & Open. Class A rules for Open, smaller classes ACA flattrack rules & stock gas. ACA comp. license required. Season starts May 29. Location: Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st. Valencia, 2 mi. to track.

FRIDAY, MAY 24th

3-STAR PROFESSIONAL TT RACE by Blue Barons M.C. at Graham Speedway, 9 mi. so. of Puyallup, Wash. at Graham, Wash. Night race. For info contact Blue Barons M.C., 1315 S. 41st, Tacoma, Wash. 94808.

CAUTION
ADULTS AT PLAY

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SATURDAY, MAY 25th

PROFESSIONAL 3 STAR RACE by Oregon Sportcycle M.C. at Benton Lane Speedway on Hwy. 99 West, about 5 mi. past Junction City, Ore. Starts at 8 p.m. Sportsman 100cc & 200cc races included. Write Oregon Sportcycle, 1440 South "A", Springfield, Ore. for more info.

SAT. & SUN., MAY 25 & 26th

GRAND PRIX SCRAMBLES presented by Viewfinders M.C. & Stuntmen's Assoc. Proceeds to charity. AMA Dist. 37 desert and scrambles points. Held at Alberson's Movie Ranch, take West Lake turnoff off Ventura Fwy., proceed north to ranch. Classes 0-250cc on Sat., 250-Open on Sun. Powder Puff on Sat. Sidehacks run two 3-lap races Sat., one 6-lap race Sun. Gates open 7:30 sharp both days. Sweeps winner on Sat. runs in Sweepstakes. Mail 0-250 entries to Rock Walker, 6801 N. Valley Circle Bl., Canoga Park, Cal. 91304. Mail 250-Open entries to Steve Chambers, 18444 Collins St., Apt. 17, Tarzana, Cal. Mail entries $8.00, post entries $25.00. Entries close May 1.

SUNDAY, MAY 26th

12th ANNUAL POKER RUN by Artesia Motor Jockeys M.C. AMA sanc., donation $1.50. Start from Long Beach H-D, 3654 Long Beach Bl., Long Beach, Cal., 8:30-10 a.m., deadline 2:30 p.m. at finish point. Coffee & donuts, trophies, bean feast.

V.T.R.A. 5th ANNUAL TRAIL RIDERS ENDURO, on Alamo Mountain Rd., 1st rider out 10:01 a.m. Start, finish & lunch same place. Approx. 75 mi., all dirt roads, mostly trails. Spark arrestors mandatory. Mail entries $3.00, post entry $5.00, to Valley Trail Riders Assn., 24601 Arch St., Newhall, Cal. 91350. Location: limed from Gorman offramp.

4th ANNUAL ACA "CHALLENGER" ROAD RACE, Willow Springs Int'l Raceway, Rosamond, Cal. All GP & Prod. classes, 50cc-Open. Adm. $2.00, kids free. Signup closes 11:30 a.m., practice 9:30 a.m., race 12:30 p.m. Entry $5.00, 3 plates req., trophies at rack. Location 11 mi. no. of Lancaster, Cal., left at Rosamond Bl., 5 mi. to track. For info contact ACA, Box 247, Fullerton, Cal. (714) 528-4290.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc., $600 purse, day race. For info contact Mr. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C. at Brush Prairie, Wash. AMA sanc. & pts. Signup 11 a.m., race 1 p.m. Adm. $1.50, 5 classes (100-200-250-500-Open). No rain, no knobs.

3-STAR PROFESSIONAL TT RACE by Hill & Gully M.C. at Tri-City Raceway, West Richland, Wash. For info contact Jack Cameron, c/o Hill & Gully M.C., 3403 W. Imnaha, Kennewick, Wash. 99336

THURSDAY, MAY 30th

DOUBLE EUROPEAN SCRAMBLES by Victors & Rams M.C.'s. Two separate courses, Dist. 37 points. Benefit run for Dave Ekins and John Stein. 45 min. races. Trail nov. & heavyweight nov. start 8 a.m. Limed from the Hi Vista, Cal. store.

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Limed from Bakersfield exit on Hwy. 101. Practice 10 a.m., first race noon rain or shine. AMA sanc. Concessions, camping. For info write Box 2177, Orcutt, Cal.

AMA SCRAMBLES by Eastside M.C. at Morgan, Cal. Location: Cycle Hills at Uvas Dam. All classes, $1.50 ride or watch, kids free. Practice 9:30 a.m., start at noon.

FOUR STAR AMA PROFESSIONAL TT at Graham Speedway, Tacoma, Wash. 34th annual Memorial Day Classic. Bonus pay over sanction payoff (last year totaled over $1400). Some tow money for Calif. Experts. Call (206) LE 7-5793. Signup closes at 12 noon.

SPORTSMAN HILLCLIMB at Saddleback Park near Irvine Park, Cal. Take Newport Fwy. to Chapman Ave., go east to Santiago Canyon Rd., right to Peters Canyon Rd., left to gate. 8 a.m. start. ACA/FIM sanc. For more info or entries contact Mike Capalite, 7544 Washington Ave., Huntington Beach, Cal., (714) 842-3813 or (714) 847-7629. Pre-entries close May 20.

FRIDAY, MAY 31st

THREE STAR AMA PROFESSIONAL TT at the Sidewinders race track, Portland, Ore. Night racing on the hillside course. Signup closes 7:30 p.m.

SATURDAY, JUNE 1st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairground, Castle Rock, Wash. Night racing on the 30-lap National track. Signup closes 7:30 p.m.

SAT. & SUN. JUNE 1 & 2

2nd ANNUAL RENO SPORTSCYCLE SHOW at Centennial Coliseum in Reno, Nevada. Open from 11 a.m. to 11 p.m. on Sat., & from 11 a.m. to 8 p.m. on Sun. Show centers around motor sports & equipment. To enter motorcycles, contact Al Lockett, 7680 Tholl Dr., Lemmon Valley, Nev. 89503, phone 972-0482.

500-MILE GREENHORN ENDURO. Mail entry $7 both days, $4 Sunday only. Mail to Pasadena M.C. Clubhouse, 21 East Howard St., Pasadena. Entries close May 18, 1968.

SUNDAY, JUNE 2nd

THREE STAR AMA PROFESSIONAL TT at Tri-Cities Raceway, Richland, Wash. All new $200,000 race plant, bonus payoff. Signup closes at 12 noon.

4th ANNUAL CALICO 100 by Hi-Jinx FMC. Take Barstow Fwy. 10 mi. past Barstow, Cal. to Calico Ghost Town turnoff. Follow lime to dry lake bed. 100 mile race limited to 100cc's. For more info call (213) 868-9997.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C. at Brush Prairies, Wash. AMA sanc. & pts. Signup 11 a.m., race 1 p.m. Adm. $1.50, 5 classes (100-200-250-500-Open). No rain, no knobs.

TT RACE by Shasta M.C. Smooth track, AMA sanc., all classes. Signup & practice 10 a.m. to noon, race at 1 p.m. Location: Take Business Loop, Interstate #5, between Redding & Anderson, Cal. West on Happy Valley Rd., follow signs to track. For info call (916) 241-4008.

PONDEROSA CHAMPIONSHIP 100, by Greyhounds M.C. 15 mi. east of Lancaster, Cal. on Ave. J. New course, 10 loops, big trophies to all finishers. 10 a.m. start, 4-ft. trophy to 1st in class, 40 mi. of fireroad. Pie plates ok, notarized release for minors, trophy donation $5.00.

FRIDAY, JUNE 7th

3-STAR PROFESSIONAL TT RACE by Blue Barons M.C. at Graham Speedway, 9 mi. so. of Puyallup, Wash., at Graham, Wash. For info contact Blue Barons M.C., 1315 S. 41st, Tacoma, Wash. 98408.

SATURDAY, JUNE 8th

SCRAMBLES at Sprockets Park, Bakersfield, Cal. Night race. Signup closes at 7 p.m. with first race at 7:30 p.m.

SAT. & SUN., JUNE 8 & 9th

MAMMOTH MOUNTAIN MOTO-CROSS in High Sierras. Mail entry $5.00, post entry $7.50. AMA sanc., first race Sat. 10 a.m., practice 8-10 a.m. Big bike practice Sat. afternoon. 100cc Yamaha raffle. Accommodations available. Send entry or for info to P.O. Box 582, Mammoth Lake, Cal. 83546.

SUNDAY, JUNE 9th

EUROPEAN SCRAMBLES by the San Bernardino Valley M.C. formerly the Greyhounds Desert Run. Dist. 37 pts.

1st AMA MOTO-CROSS presented by Antelope Ramblers M.C. Entry $3.00 plus 50¢ for ambulance fee. Dist. 37 points. Mail entry only, must be in by May 26. Contact Dave Lewis, 11339 Moorpark, No. Hollywood. Location later.

MOTO-CROSS
CARLSBAD
Calif. Moto-Cross Club
MAY 19

Entries close May 15 — All Classes Ex. & Jr.
Mail Entries Box 124 — $5.00 Mail Entry
Reseda, Calif. 91335 — $10.00 Post Entry

Camping the night before Moto-cross
Side cars welcome — Gates open 8 a.m. Sunday morning

1st ANNUAL
FIRECRACKER GRAND PRIX
INTERNATIONAL MOTO-CROSS
Free Decals to all Entrants
JULY 4
DANA POINT CALIFORNIA
COOL 1 mile from the Pacific
STARRING TORSTEN HALLMAN
and 3 other outstanding European moto-cross stars
$ PRIZES GALORE $
FOR AMERICAN RIDERS ONLY

0-100cc – $350 cash
101-250cc – $400 cash
251-Open – $400 cash

ADMISSION Adults $3.00 Children FREE.
For further info. call (714) 460-4289

Mail Entry $10
Post Entry $25

Mail Entry to: INTERNATIONAL MOTO-CROSS
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ALL GRAND PRIX AND PRODUCTION CLASSES
50cc through Open * PLUS Sidecars
Pits open 8:30 a.m. — First race at Noon
Entry $5.00 — Admission $2.50
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VALLEY TRAIL RIDERS
Presents
THE 5th ANNUAL TRAILBIKE ENDURO
MAY 26
Start 10 a.m. – 2 loops
Start – Lunch – Finish same location
Classes: 0–125, 126–250, 251-open
75 miles – all dirt
SPARK ARRESTOR MANDATORY
Mail entry $3.00 Post entry $5.00
Call (805) 259–5350 for more info.

MEMORIAL DAY MAY 30
HILLCLIMB
Saddleback Park
General Admission $1.50
Save Money on Entries and Gate Fee
PRE-ENTRIES CLOSE MAY 20th
Write or call for entries see calendar of events

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Voices

TRAIL RIDERS TAKE NOTE!

Trail Machine Associations, they come and they go. Not long ago there was the American Motorized Sportsman, of which I became a member. Then there was the National Trail Riders Association which I also joined as a member. I do not regret having belonged to either one because they did a lot for the trail machine rider, while they lasted. These two organizations brought about meetings between the U.S. Forest Service and the trail machine enthusiasts, which created better understanding and helped to salvage a lot of our public lands, for the trail rider.

In spite of all the good these organizations did, the motorcycle dealers, motorcycle and scooter clubs, and individuals, would not create enough support to keep them in business. I ask you "Why?" Don't we give a hoot what becomes of our rights to use public lands? Can't we spare a few dimes and dollars, now and then, to support an organization that is going to help us to have a say in legislation, whereby decisions are made as to whether or not our public lands will be kept open to the type of recreation we choose?

We now have one more chance. An organization has been formed, known as California Trail Machine Association. They have been organized for several months and already have lobbyists in Sacramento. The objective of this organization is to establish and maintain better understanding between members and the general public, private property owners, City, County and Federal officers. To endeavor to get more public land, available for the use of trail machines and to encourage the proper use of these lands, public and private. Clubs or individuals, wishing further information, please contact: C.W. (Chuck) Henry, President, California Trail Machine Association, P.O. Box 1508, Bakersfield, Calif. 93302 or Dave Beeson, Treasurer, 100 W. Gettyburg, Fresno, Calif.

HERMAN R. DOKE
Oak View, Calif.

CONGRATS TO SHAMROCKS

I enjoyed your desert issue very much. The article on the Shamrock's Enduro was good also. How about an article sometime on Enduro timekeeping? The time tape as used by the winner and other time methods would be very-interesting to us novice B type Enduro riders.

Congratulations to the Shamrocks for a fine run. The humorous signs along the trail were fun, too – a nice touch.

BILL RUSSO
San Diego, Calif.

THANKS FROM STURTEVANT

While reading through the current May 23rd issue of Cycle News I came across the complimentary write-up on our Mechanic's Award to Gary Nixon's mechanic, Cliff Guild of Triumph in Baltimore.

We very much appreciate this, and you can be assured that it is because of your thoughtful efforts that we can continue our support of the mechanics behind motorcycle racing.

Yours truly,
LEE A. STURTEVANT
P.A. Sturtevant Co.
Addison, Illinois

CAUTION ADULTS AT PLAY

CHARLEY WAS A POET

Charley was a poet
one day at Rusty Nails.
He sat and pondered nature
as riders followed trails.
He wondered how it happened,
as you must well agree,
That they who pass too fast
may sure confront a tree.
The young poet at Rusty Nails
thought, and truly found,
That young men can find
pleasant terror, whilst cycle bound.
But those old racing meetings
sure were lots of fun
With dust and heat, and sand and grease
and you had paid to run.
So Rusty Nails, like Gearbox Flats,
is just a happy thought,
But those races of long ago
never could be bought –
So Charley's now a Publisher,
we're glad he has that lot;
Longfellow will be remembered,
Clayton's ode; alas, 'twil be forgot.

JOHN HEDIN
Los Angeles, Calif.

CHERRY-PICKING TIME

Dear Mr. Clayton:

I call your attention again to the fact that your publication has allowed an offensive terminology to appear in your Cycle News newspaper (May 23rd issue: Page 31, sixth ad down from top in left hand column). Evidently this matter I spoke to you about on the telephone did not impress you sufficiently and either you shrugged it off as just a lot of nonsense or else you didn't inform your classified ad taker as to the matter. In either case, I ask you to state your attitude to me so that I may properly evaluate the circumstances.

If you decide to ignore the issue by allowing the use of the term "Cherry" to appear in your future columns, then proper action will be taken against your publication by informing the community and trade industry of the matter.

The whole matter is entirely distressing especially when you yourself had an immediate awareness of the origin of the term when I spoke to you on the telephone several months ago.

I do hope that you will cooperate with this matter in a realistic way and for the betterment of our motorcycle image.

Your friend in Motorcycling,

BOB SCHWARTZ
Santa Monica, Calif. 90403

("An informal poll of Cycle News employees, both male and female, found none who felt the word 'cherry' to be offensive. What do other readers think?")

THE TRUTH WILL OUT

Freedom of Press does not give Cycle News license to twist the truth and destroy carefully maintained reputations.

Ever since Peter Zenger's precedent setting trial, the right to print one's perceptions of events has been one of America's most cherished ideals. We are told that two world wars and numerous police actions occurred in order that these rights be insured.

However, Cycle News does not have the right to distort and warp the truth week after week. Cycle News does not have the privilege to perpetrate atrocities against one's character.

Continued irresponsible reporting cannot, and will not, be tolerated. Let it be said that Cycle News makes use of this dastardly practice.

Therefore, I urge that you let the world know that I finished fourth at Deadman's Point in the 250cc class on March 7, 1968, not for my benefit, but for the welfare and perpetuation of America and the truth.

Sincerely yours,
JOEY SANDERS
#813x
Sherman Oaks, Calif.

IT'S HERE CYCLE NEWS EAST

THEY LIKE JIM!

I'm writing to express my husband's and my appreciation for your printing the picture of young Jim Einarsson of Shelton, Washington in one of your recent publications. The photo was one taken by Vic Ebbutt, terrific photographer in this area, and submitted with an article on Jim and other riders in the Pacific Northwest.

We're very proud of Jim, and predict great things for him in the future. On his Kawasaki 238, No. T-21, he has chalked up many 250 A Main scrambles wins in this part of the country by distances so great and with such ability it's difficult to believe he's only 17. Of course anyone who knows Jim's father, big Jim, knows it IS possible because big Jim, at 47, is still a pretty fantastic rider himself.

Thank you again for putting this boy's picture in your paper – only one thing I'd like to add. Fellows – honestly – we do NOT use fuel in any of our bikes, Jim's or our two "Hot Hodakas."

Very truly yours,
JEAN MUNDELL (MRS. VERNON)
Custom Cycle
Tacoma, Wash.

HOW COME IT COSTS MORE?

Maybe someone has beat me to the punch but can anyone explain the reason for the increase in admission at Ascot, since the purse is only $2400?

I have been a Friday night fan going back to the days of old Gardena. I know the riders come out on the short end of the stick with the guarantee that has been posted. I was all for the 40% they used to get and always hoped they would get more. It sure is funny that now they will race for a guarantee of $2400. All you have to do is look at the Friday night fans that are sitting in the stands and you can just about tell how many dollars came through that gate.

I have to hand it to J.C. He sure knows how to sock it to them, not only to riders but the paying fans also. I hope the professional motorcycle racers make millions – for themselves, they deserve it – but not for the promoter. Maybe the paying public should boycott for what THEY used to have, the $2.50 admission.

R. LYNN
Buena Park, Cal.
(Ex-Friday Night Fan)

("Don Basile, Program Director for Agajanian Enterprises, states that 'You can't go anyplace in the country and get a better show, better riders and a better prepared race track for the action that is viewed by the paying public. This is the first raise in admission price in four years and has to be this way to maintain purses of the highest caliber. Where else can you go and see a better show for $3.50?'")

Legislative Notebook

By Barbara Adams Dahms

LET ME BE ME! (Part II)

Many motorcycle people believe that the mandatory apparel and safety gear laws are part of an ongoing battle to eliminate the motorcycle. They may well be right. I have not found evidence of it in the California Legislature. Personally, I do not believe that John F. Foran is trying to eliminate the motorcycle. I'll credit him with being honestly concerned about safety. I don't feel it is his prerogative to make the decision but I believe his motives are sincere.

However, there is evidence from elsewhere that the laws are designed to be discriminatory. In one state the author of a "helmet bill" said to me, "What I am most often asked is why don't we abolish motorcycles...or at least the license to ride them on the roads." In some states there has been talk of banning motorcycles from the freeways (of all places, the freeways, where the safety record is best).

Certainly there has always been an idea among many people that the motorcycle should be removed from the scene. Many reasons have been advanced to explain this antagonism...noise, traffic hazard, troublemaker cyclists, etc. What no one ever blamed was the condition of the times.

In an era in which no one should be "different," in which the greatest good for the greatest number was supposedly the pursuit of material security, what could be more of a threat than a cyclist, riding lone and free against the wind, needing only his machine and his skill to taste the joy of living.

To those who had exchanged the joy of living for the grindstone of "success" he was an acute discomfort...something not to be tolerated...for he questioned the value of the exchange.

Cyclists met this antagonism more-or-less in three ways.

Some of them took their cycles and got out. They went out to the desert and the hills. They ran their wide-open pipes where no one could complain about the noise. They put their cycles into trucks and hauled them for miles so they could ride where the majority wouldn't be disturbed by their freedom. But the majority was not easily avoided. They too went out to get away from each other and they wanted no motorcycles to mar the solitude. The dirt riders found more and more places close to them. There are thousands of square miles of desert and mountains and the rider could always find some place everyone else had overlooked (but he often didn't have enough time left to ride when he found it) and still the hostility pursued him.

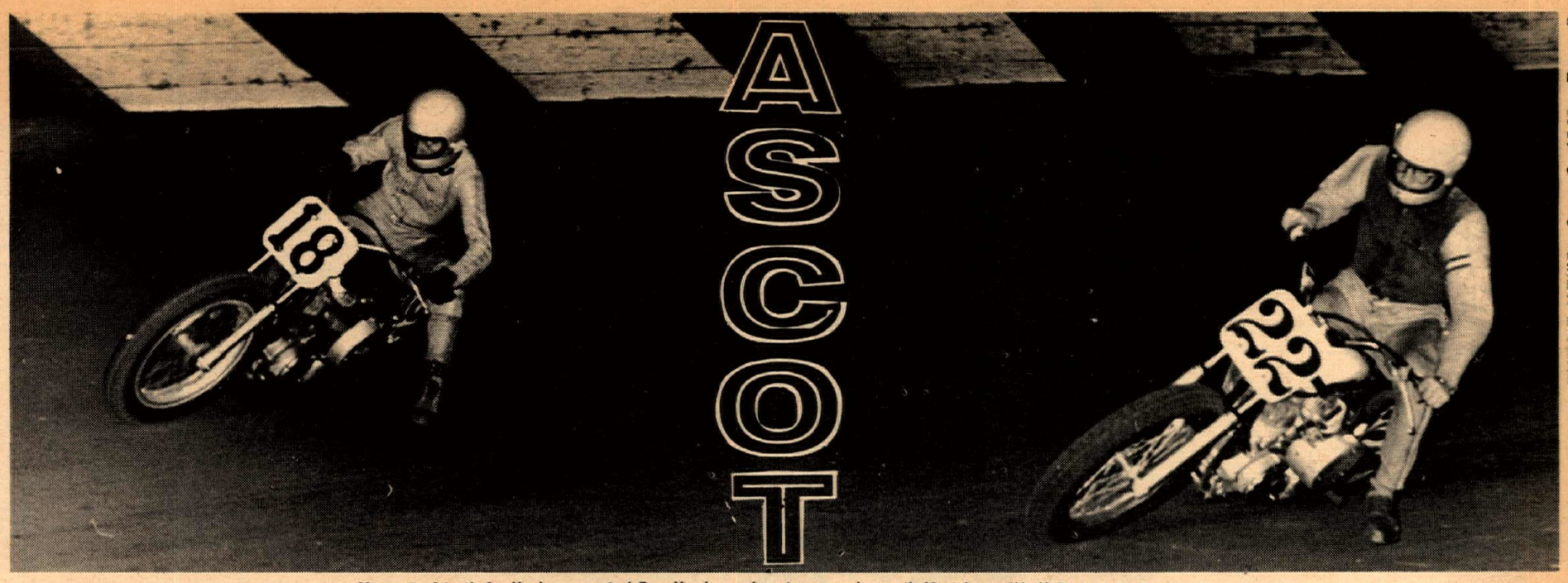
Some cyclists tried to become "acceptable." They tried to be super good-citizens...neat, clean, orderly. They rode beautifully appointed super-bikes which had pretty good odds in a joust with an automobile. They organized clubs which made a genuine effort to promote the values of the majority. They tried to peacefully co-exist with the majority and to prove that cyclists were really "good guys" (but how do you show a majority stuck in long lines of freeway traffic that you're a good guy when you have the freedom to go where they can't go and do what they can't do?) The majority wouldn't buy it. A motorcycle rider was after all a motorcycle rider. Some even tried to imitate the appearance of the authority symbol, looking at times more like the police than the police themselves, only to find that the majority's love for the authority symbol really masked hostility.

Victims of the intolerance of the "witch-hunt era," they cyclists fell into the same pattern. They blamed the other cyclists for their unpopularity. They who should have understood became as intolerant of each other as the majority was of all of them. Desperately in need of unity for basic survival they developed rifts of enormous proportions which made any sort of group defense impossible.

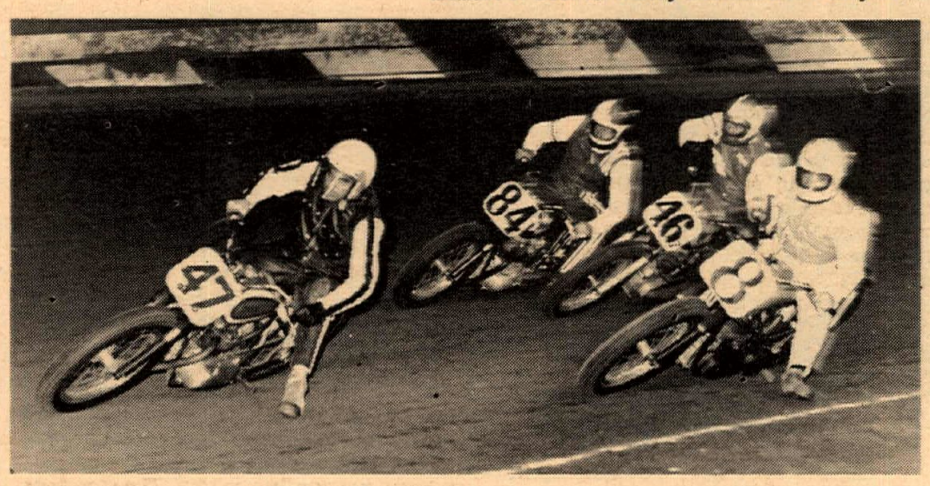
Some chose to live up to the image. Far from disappearing or blending they rode into the fray with the most unique cycles that time, money, and imagaination could create. They wore the insignia of their rebellion on their backs and said to the world "Here we are! Hate us!" It was an age for scapegoats and they were the most obliging scapegoats. They were hated in the press, in the films, in the laws. They were hated by the majority and by the other cyclists. But a curious thing was happening. They had chosen the same direction the world was about to turn. After years of being harassed almost out of existence they found themselves in the mainstream of the new national mood. Probably more to their surprise than anyone else's they found themselves in a new situation of respect and influence. The legend remained out of all proportion to the facts but no one cared. It was the kind of legend the new mood needed...the Sheriff of Nottingham is challenged in the name of personal guts.

Meanwhile, someone had built a little inexpensive motorcycle.

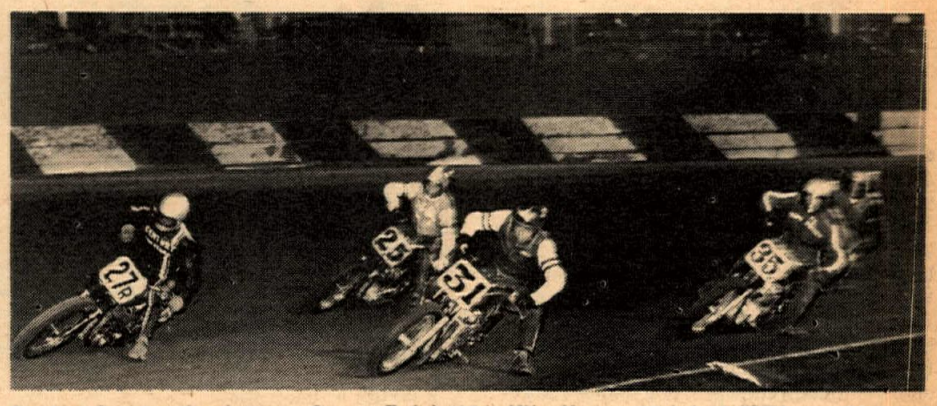
(To Be Continued)



Moment of truth for Harley-mounted Dan Haaby as he storms underneath Mert Lawwill (H-D) to take the lead.



Expert heat race pits Pat Gosch (47), Eddie Wirth (84), and Mike Yarn (46z) against winner Shorty Seabourne (8).



Amateur Ascot action between Geezer Emick (27r), Mike Morton (25x) Jack Wilkinson (31q) and Alex Chinowski (35x).

HISTORY MADE ON ASCOT HALF-MILE: HARLEY-DAVIDSONS RUN 1–2–3!

Story by Carol Sims
Photos by Dennis Greene

Ascot Park, long the realm of the BSA, became strictly Harley territory last Friday night, May 10. For the first time in the famed Gardena half-mile's illustrious history, Harley-Davidsons ran one-two-three in the Main Event AND the Expert Trophy Dash.

Suspense began early. Dan Haaby, current point leader and winner of the last two Main Events astride Gary Bray's haulin' Harley, won his heat race decisively...as usual. Then came Mert Lawwill's heat, and the San Francisco ace caused more than a few raised eyebrows when he clocked the fastest 5-lap time of the night. It was Mert's first appearance on the Ascot oval this year, and he looked both eager and confident.

Not to be overshadowed by the Northern California and L.A. contingent, San Diego's Mel Lacher wheeled his Harley to heat race victory too, as did BSA riders Paul Conserriere and Shorty Seabourne.

Tremendous Trophy Dash

More than the usual excitement preceded the 3-lap Expert Trophy Dash. On the pole was Lawwill; alongside was Haaby. Next to the fence was Lacher. Sandwiched between the mighty Milwaukee machines was BSA-mounted Chuck Jones, only man to defeat Haaby so far this season, and that was in a Trophy Dash.

Off they flew for the gold and the glory! Into the first turn went the fastest four, with Lawwill leading, and there he stayed throughout the 3-lapper. Fighting hard for second spot, Lacher got the better of Haaby, while Jones had to be content with fourth.

The stands were buzzing with anticipation as the Main Event riders lined up. Many a partisan bet was placed and predictions as to the outcome were freely and variously expressed.

Then all eyes were on the 10-man field as five Harleys and five BSAs took off with a thunderous roar. And Lawwill was in front! Stylishly swinging through the turns and tucked in close down the straights he sailed, leading a most determined Haaby and Lacher. For twelve laps the top three remained in their respective positions while much place-swapping took place between the others. Jones, Seabourne, Conserriere (until his machine sickened and retired), DeWayne Keeter (BSA) and Cal Rayborn (H-D) fiercely fought back and forth, staging their own private battles behind the front-runners.

Lawwill Leads, Until...

Though Haaby challenged strongly it began to look like Lawwill's night. But Mert, though leading, was encoutnering a problem. So far did he lean his machine over in the turns that the cases were hanging up, and at one point both wheels were lifted completely off the ground. Changing his groove to compensate, Lawwill went a little higher, and that was all Haaby needed. Dan bored through, taking over for good on lap 12. Mert maintained second spot and Lacher hung in for third at the checker ahead of

Though history had been made by the 1-2-3 Harley sweep (and probably surprised even a few people in Milwaukee), it left one with the feeling that this was less an upset than a sign of things to come.

Amateur Upsets

In the Amateur division, however, there were literal upsets. Unbeaten Tommy Rockwood's 5-in-a-row win streak came to an abrupt halt on lap two of the yellow-plate Main when, closely pursued by Geezer Emick's BSA, the young Triumph pilot slid out in the south turn. Emick, in an effort to avoid his fallen foe, rode wide, grazed the wall for some distance, appeared on the verge of recovery – then went down. Neither rider was injured, but both were out for the night.

Now Mark Brelsford (BSA) came into his own. The promising young Northern California rider, undaunted by a bad start, began methodically threading his way through the pack and took over first place from Rick Elisarraras on the fifth time around. There he remained, in command, for the rest of the race. And he's now moved up to second in point standings. Elisarraras' BSA was followed across the line by Jim Rice, also BSA, and Triumph-mounted Mike Morton.

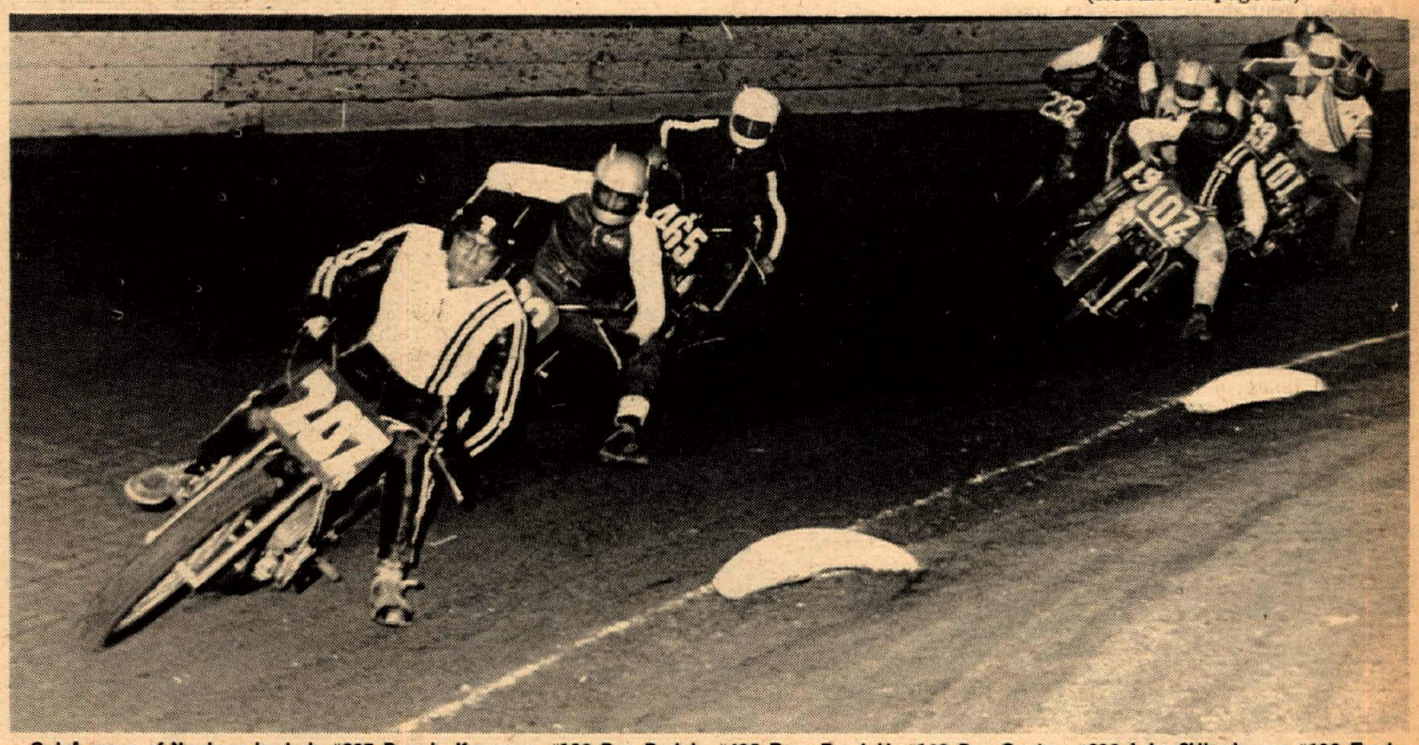
Keith's Cookin'

The fight for Novice Main Event supremacy shaped up between three heat race winners – Keith Mashburn, Dennis Kanagae and Don Dudek. Kanagae led the first lap, Dudek took over on the second, then Mashburn wailed by both of them and stretched it out to the finish. Kanagae's Kawasaki got the best of Dudek's Yamaha on the last lap, but neither could catch Mashburn's yowling Yamaha.

Not only did Mashburn, Kanagae and Dudek complete the 8-lapper in that order, they are also identically-positioned in current point standings. And a win by either of the runnersup could change the whole Novice picture, so closely are they matched.

(Results on page 16)

Three abreast through the turn, three National Numbers – #25 Cal Rayborn, #27 Chuck Jones and #24 Jack O'Brien.



Goin' group of Novices include #207 Dennis Kanagae, #128 Don Dudek, #465 Rory Randall, #102 Don Castro, #232 John Silberbauer, #196 Fred Edwards, #139 Dave Stroman and Main Event winner #101 Keith Mashburn.

★ ★ CYCLING A PORTION OF THE OLD WEST ★ ★

Story and Photos by Cliff Boswell

"Smokers and chewers will please spit on each other and not on the stove or the floor", reads an old sign in a Carson City, Nevada saloon. The venerable hang-out for after-work businessmen and acquaintances of long standing hasn't changed a whit from the roarin' days of gold and silver mining around the turn of the century. It s old style front, hardwood bar, the signs, pictures and paintings on the walls are the same as in 49'er days. "Whisky and hard liquor" are still 50 cents a drink, and according to another ancient announcement on the wall, "Men may pour their own drinks; ladies need not; hogs may not."

The great wide open country of Nevada, least populated of any state in the union except Alaska, is ideal for motorcycle touring and exploring. Add to it a trip along Highway 49 in California, rapidly becoming known as the highway of the 49'ers, and you have a trip worthy of the most discerning rider. Long stretches of little-traveled and sparcely populated roadway in Nevada urge one to crack the throttle wide to see what the old bike will do, while mountain grades with their sharp curves offer a challenge to skill and control in more exacting situations in the California section.

All the while, evidence of the pioneers who settled the west, who populated its boom towns and built its transportation systems is plainly visible.

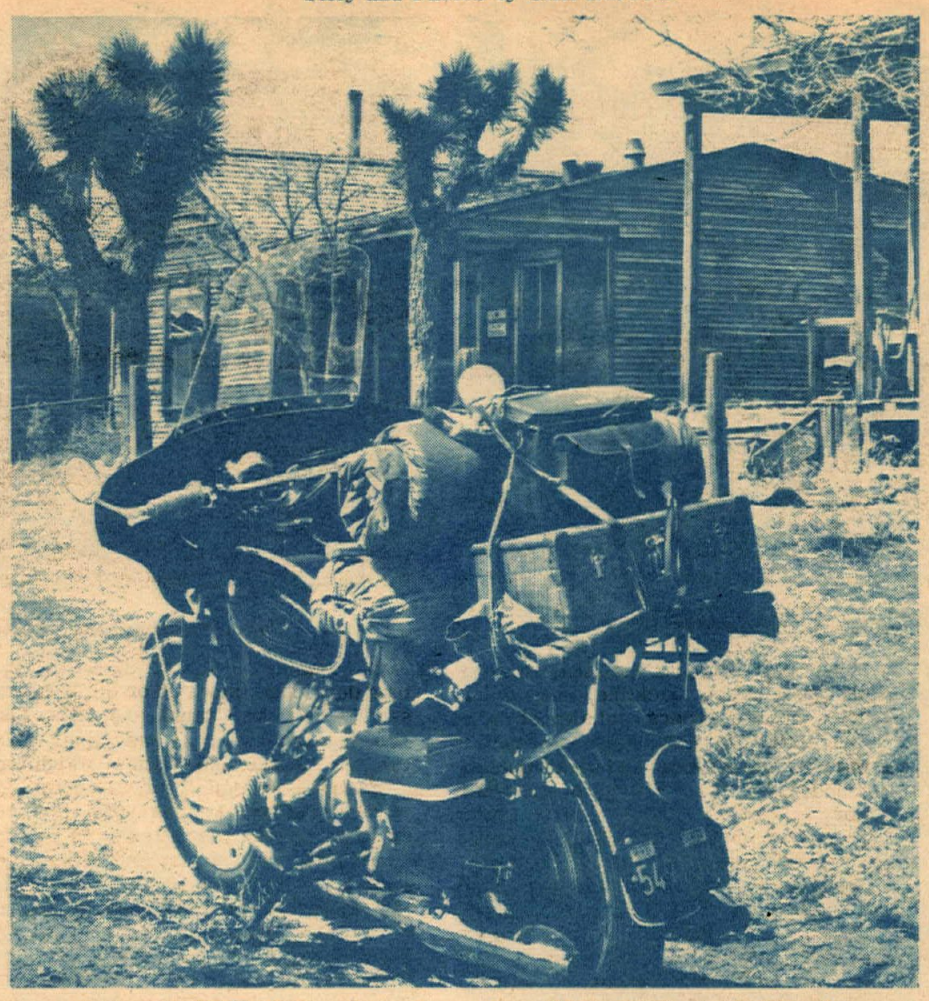
Nevada probably has more ghost towns per square mile than any other state, even though not all are ghost towns to the extent that no one except the phantoms of long departed residents live there. But, along with present day live occupants and some oldtimers, there exist many ghostly reminders of the past - defunct mining tunnels with piles of tailing dotting the hillsides, ramshackle buildings of pine and redwood whose sun and wind warped silently but eloquently of rough days when men were men, where the single-action Colt was the equalizer, and where women were the strangest and scarcest of creatures.

This was the country where the lure of gold drew hoards of men to live in hardship, poverty, and danger, where lucky mine operators grew rich by exploiting the earth's treasures and the common miner's labor. Fortunes were made in merchandizing and freighting. Railroads were built, extended and discarded as mining camps flourished and fizzled.

Goldfield, Tonopah and Virginia City in Nevada, Auburn, Angels Camp and Columbia in California were some of the historic mining areas still worth a passel of the vistior's time for a visit.

The California gold discovery in 1849 touched off the great rush to the west and prompted the exploration of Nevada as well. The two areas, much alike in the structure of their mining camps and in their population make-ups were and are completely dissimilar in terrain.

Nevada, part of a great geological basin at one time, but a high one, is largely devoid of trees and water. The southwestern part is a land of vast distances interspersed irregulary with small towns and the remnants of mining settlements and isolated mining ventures. Main roads are good. The highway, as is typical of most places in Nevada, stretches across a dry lake bed or valley, climbs a winding grade to the summit of a pass, then descends into another ancient lake bed in an intermnible struggle to transcend the wilderness. Rugged rocky peaks and rough ridges of black lava rise spectacularily into the skies. A storm of one kind or another is usually visible in one or more directions across the expansive landscape. The land is largely barren except for scattered sage and cottonwoods along stream beds. A reliable machine is a valuable asset in this country – along with a large canteen of water.



Deserted street in Goldfield, Nevada remains a poignant link with the town's illustrious past.

Highway 49, by contrast, in California leads north-south through the sloping forested foothills of the Sierras in all their spring greenery and fragrant wild flower beauty. Twisting and turning along one canyon wall after another in descending to river level then ascending the opposite wall it takes the rider through the great canyons of the American and the Merced Rivers and past many of the gold towns and diggings which played such an important part in developing the west.

Most of the old mining towns are flourishing to a degree consistent with the growth of California, but buildings and traditions remain. It is not difficult to find a historical celebration about to happen in any of these pioneer settlements – like the frog jumping contest of Calavares County, or the wild burro races of Beatty, Nevada.

It was into this interesting country that I steered my BMW R69S the first week of April 1968. After crossing California's Mojave Desert and Death Valley I arrived at Beatty, Nevada. The temperature was close to freezing even though the sun shone brightly. I donned my Barbour suit (over regular clothes and insulated underwear) and headed along Highway 95 for Goldfield. Traffic was practically non-existent, my machine was purring like a kitten, and I sped along at a good clip. Nearby mountain ridges, splattered with snow, rose majestically into the blue heavens remindful of the great distances and vast expanses of wild country in this state.

Arriving at Goldfield I stopped for a breakfast of steak and eggs ($1.35), then toured the remnants of what was once the richest city in Nevada. Many old clapboard shacks and dug-outs and mining building remain as a poignant link with the past. Goldfield is the county seat of Esmeralda County. It was largely destroyed by fire on two occasions and once by flash flood. A long time resident told me that some of the buildings made of stones with a high sulphur content burned for two days after the wooden structures were consumed.

Tonopah, at 6000 feet elevation, was reached at noon. With the roadside lined with snow, I was glad to speed onward to lower elevations at Hawthorne, then past Walker Lake, through Yerington and finally to a motel room at the lonely crossroads settlement at Silver Springs after dark.

The next morning a short but very cold run of 35 miles brought me to Carson City. A heavy icy headwind and dark threatening skies kept me hunched behind the winshield and made me wish for June weather. The climate in April is not the best for cycling, as it may be highly unpredictable with one day warm and sunny the next with high winds, rain or snow.

A short side trip from Carson City led to the great old town of Virginia City where can be seen the face on the barroom floor and where the Territorial Enterprise, Nevada's pioneer newspaper has been in continuous publication. Once the richest city in America it is still a going concern, catering to tourists and carrying on some mining activities.

Carson City, Capitol of Nevada, is an interesting place with its original Capitol building, its gaming halls, and its famous museum located in the defunct mint building where silver coins were made for many years. Several hours can be spent here where the history of the state is depicted in large dioramas. In the basement is located sections of mining railroad leading through tunnels past typical underground mining operations with lifesized figures and ancient mining equipment used in the Comstock.

The trip back to California over the old grade to Donner Pass on Highway 40 (Interstate 80) was cold but pleasant. Many Sunday skiers were occupying the nearby slopes.

Turning south on 49 at Auburn my bike took me through the gold mining towns associated with the mother lode in California. Weather was much warmer on the western slopes of the Sierras, and the countryside was green with many wild flowers evident. The bright scarlet red-bud, a shrub resembling a small peach tree with many upright stems, was in full bloom, and its gorgeous presence was evident beside the road and on the hillsides the full length of the highway.

A stop at Sutters Mill Historical Park gives the visitor a view of the original discovery site of gold which led to the stampede to California. Sutters Mill, or rather a replica of it has been built at a spot away from the river where it can be seen at close hand.

Highway 49 ends at Oakhurst located on the Yosemite-Fresno highway. The road has been modernized in places, but mostly it is the same winding meandering trail of 30-40 years ago.

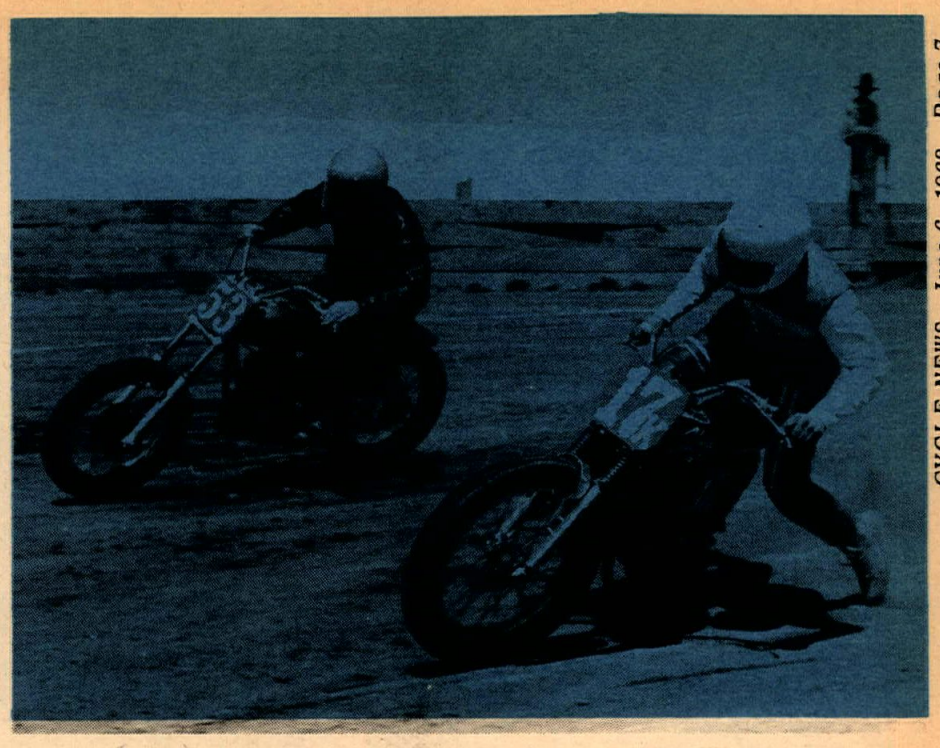
A tour of the mining areas of western Nevada and eastern California could go far beyond the one mentioned here, and whole months could be spent without visiting and savoring all of the possible historical spots. This one will do for a start, though. Try it on for size, sometime, and you will not regret it.

Sutter Creek with its trading post and Wells Fargo Bank are reminders of gold mining days in California.

Sutters Mill, where gold was discovered in California, is now an historical monument on Highway 49.

MARYSVILLE TOPS

Leaping along at Marysville, Carl Cranke (2) and 250 winner Carl Leir (19)



Diving underneath at this point is Yamaha-mounted Mike Ellis (17).

Story and Photos by Dale McKinnon

From the looks of things Marysville, Calif. may have hit the jackpot. Cy Roberts, midget and hardtop race promoter, has developed an interest in motorcycle races. He built a new track for the bikes to run on and what a dandy! It is fast, smooth and has adequate grandstand and concessions. Roberts really knew what he was doing. He had plenty of help from the Feather River Motorcycle Club, and especially Slim's BSA shop in Marysville like Bill Krill brothers Vic and Alvin and their mother Sara.

The 100's led off as usual with John Ghant leading the pack off the line in both the heat and Main, with Sparky Pinola a solid second. In the Main try as he may John couldn't shake off Larry Smith. At one time it was a three-way go—Sparky, John and Larry. John Harris came up and took the lead momentarily but dropped back. Sparky was in there all the way and took a fourth, best he has done in a long time. John after quite a few wins had to settle for second after fighting Larry the whole race. For once it wasn't a runaway for the winner.

Long Gone

Ron Long dropped the heat to none other than Debbie Jackline, one of our leading female racers and almost did a repeat in the Main. Joe Allen after taking a win at Chico Saturday night just couldn't get underway even though he and Paul Minor battled for third pretty hard. Debbie was on Ron's tail all the way, she really rode a good race. Nobody, and I mean nobody beats Ron when the chips are down, in the 100 Amateur Class.

Vic Krill took the 200 Novice Main but not until a real battle from Gary Welsh. Gary almost had him several times and rode peg to peg with him, but he fell and gave Vic an easy win.

Ernis Lussier took an easy win in the 250 Novice Main. Dan Erickson didn't have it so easy with his second place, as Duane Sardin wanted it pretty bad himself. They rode nip and tuck the whole race for a pretty good battle.

The first restart of the day was in the 250 Amateur-Expert Main. Carl Cranke took a quick lead in the first try, but Mike Ellis grabbed it in the second. Carl Lier and Cranke were dicing all the way. Finally Lier took the lead with Cranke right behind. It was a three-way go, then developed into a do or die battle for second between Cranke and Ellis. They really mixed it up as only their class can do. Cranke and William Walch took a spill in the lead, Lier was down also in the most spectacular spill I've seen in a long time. It seems he did an endo coming off the jump, he and bike flipped several times and it really looked bad. But he got up finished the race and went on to take the Main. Goes to show you can't keep a good man down.

In the 350 go it was Monty Gibson all the way in the heat until the last lap when he lost the lead. In the Main he sat back and took it easy, or so I thought. He tried to move up but it seems he blew a hole in one of his pistons and they don't run too good that way. Actually it was Joe Brazil all the way as he rode a flawless race start to finish he even coasted the last few laps.

In the 500-650 Novice William Battagun took over when the early leader went down. All William was waiting for was a mistake and it happened. Schyder Ckchaff (I think) and Bill Evans played games for a while but Bill wasn't quite up to the task of getting by him.

Lotsa Leaders

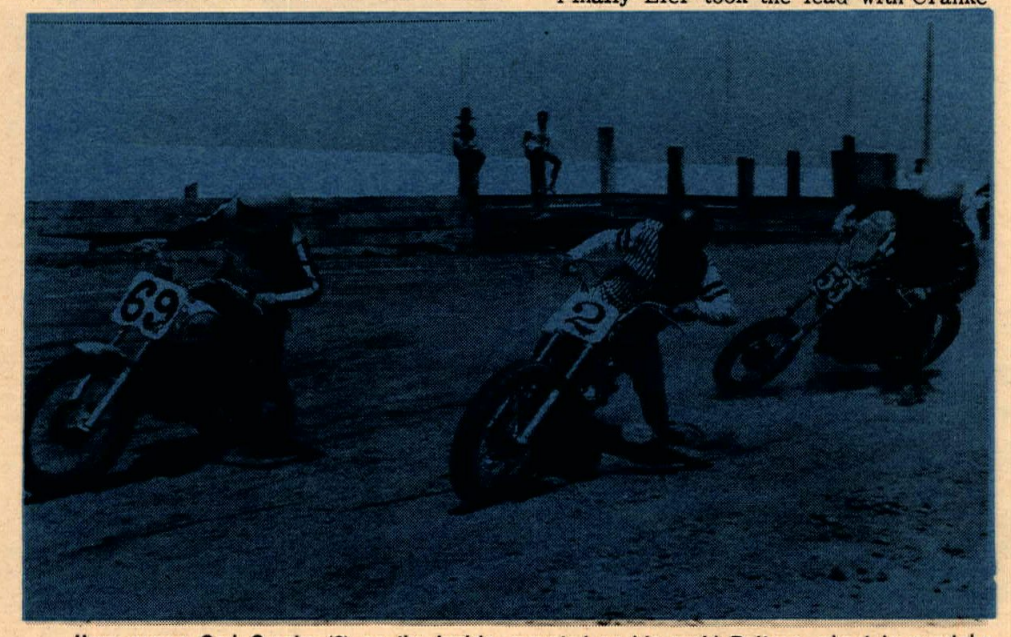
In the 500-650 Amateur-Expert go it was Richard Steinne off the line first only to fall and let Art Rinett take over. But he didn't reckon on Woodie Commander and Dennis Dickerson. Several laps later after riding wheel with Woodie Dennis moved up and fought Art for the lead and won out. Then up comes Ray Holt to pass and beat them all. He really rode a beautiful race; they all did, it was close all the way.

The Riders put on a spectacular riding display, the spectators loved every minute of it, and the ambulance didn't move once. Len Allen was present for their first race and was pretty well impressed with the track and how things were run.

The Feather River M.C. put on the race and the way they ran it they want the riders all to come back.

There will be a benefit race May 25, Saturday, for one of the riders who got hurt several weeks ago, Skip Hurdleman.

(Results on page 16)



Here comes Carl Cranke (2) on the inside, mounted on his rapid Bultaco, about to overtake George Carter (69).

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CONGRATULATIONS
TO
ASCOT PARK EXPERT MAIN EVENT LEADERS
1st DAN HAABY H-D
Dan has won all three Ascot Expert Main Events this year plus the San Jose half-mile Expert Main Event making it four straight for Dan and Harley-Davidson.
2nd MERT LAWWILL H-D
3rd MEL LACHER H-D
ALSO
TROPHY DASH
1st MERT LAWWILL H-D
Mert also set the fastest heat race time of the night.
2nd MEL LACHER H-D
3rd DAN HAABY H-D
COURTESY OF
HARLEY-DAVIDSON MOTORCYCLE DEALERS' ASSOCIATION of Southern California, Inc.

ELSINORE
NIGHT SCRAMBLES

Story by Don Wallen
Photos by Manuel Burton

SCRAMBLEGRAM

Saturday night, May 11 was cool but the racing at Elsinore, Calif. remained torrid as 120 riders, friends and supporters converged on the super-prepared TT scrambles course for a full night of action, slides and thrills. Competition continues to be keen and the riders were well pleased with their rewards at evening's end.

Elsinore continues to be a good M.C. playground as is proved by the consistent number of competitors showing up on Saturday, and for Sunday practice as well. While on the subject of practice, to those who would dig competition but don't feel ready, Elsinore continues to be open practice on Sunday all day, plus the large area of trailing that can be had.

Fantastic Battle

One of the most hard-fought battles of the night was in the first 250 Expert heat, as S. Rogers, R. Ellis and N. Hosaka put on a crowd-pleasing battle royal after Hosaka put the hole shot on the guys. Rogers and Ellis fought it out wheel-to-wheel up to the fourth lap when Hosaka blew something to let the troops by. Rogers came in first with Ellis close behind as Hosaka hung on for third.

The 350 Novice bash was interesting too, as one-time small bike rider Chris Smith took to a Maico like a duck to water for a win, a second and a third. Chris rode very hard considering it was his first time out on this machine. On the four-stroke side of the picture a well-ridden Ducati did the overall job in this class as T. LaFortune put down the boys and was a real threat in the Sweepstakes for a while.

The 500 Novice battle was largely a Finley, Shepherd, Walker and Twaits contest but Walker shut the others out at the checker. Finley rode to runnerup spot and Twaits got a well deserved third.

Stuff and Things

The small bike bash was large and a retraction is in order as it was L. Hardison on that screaming Yamaha who won the last four Main Events at Elsinore plus nine races. Mr. Hardison does the good tuning. A small bike ruled the Sweepstakes as #66, J. Arledge pushed his Yamaha out in front and would not give up. H. Egge took the 100 Expert but Arledge rode the Sweeps. Randy Ellis was very much in contention as he won his Novice and Expert classes plus grabbing a hard-fought second in the Sweepstakes. The races are GOOD, so get off that couch and make it to Elsinore on Saturday nights.

(Results on page 16)

Full complement of big bikes provided lots of Saturday night action at Elsinore scrambles.

A "photo-finish" in the medium weight class of riders at the popular Southland scrambles track.

A quick repair job is done on the line before the start of a 100cc class event.

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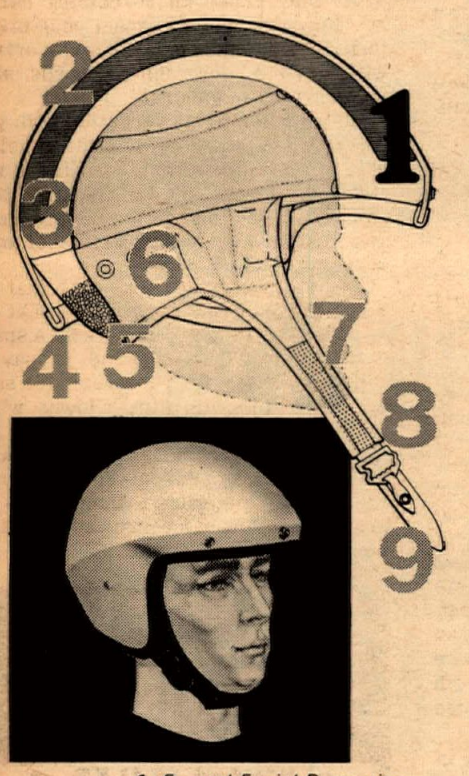

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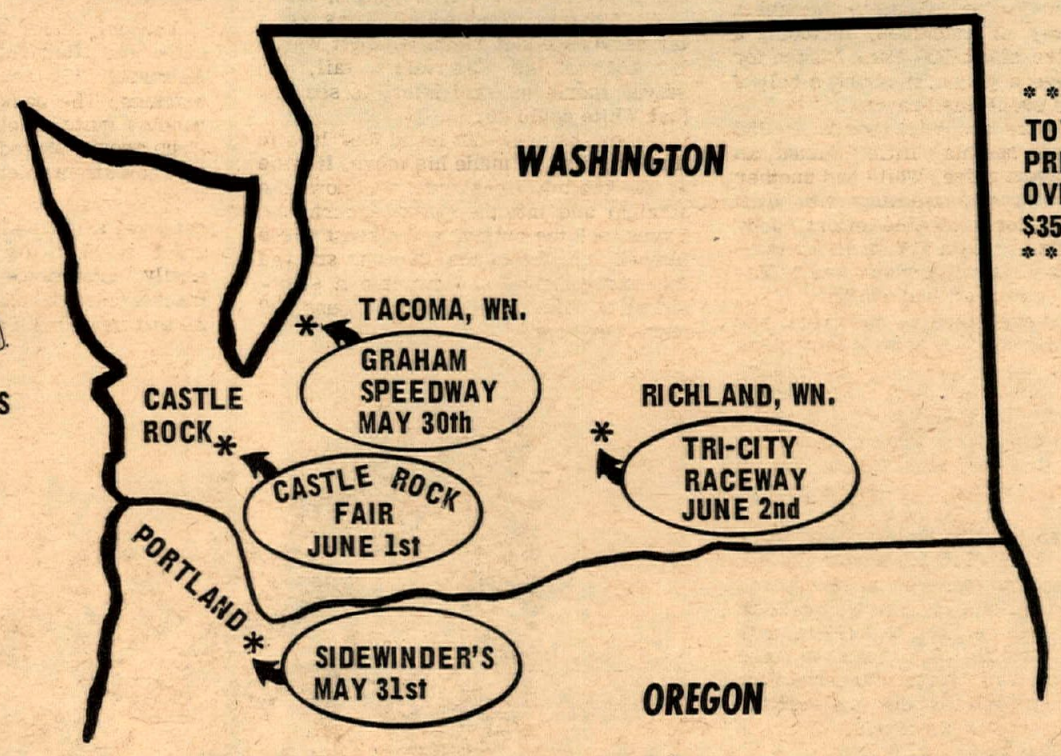

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TT TRACK
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JUNE 2nd
RICHLAND, WN.
3* (MIN.) TT
NEW $200,000
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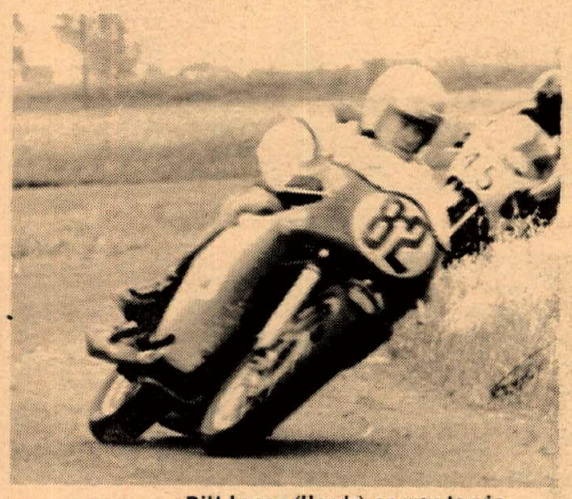
(SEE CYCLE NEWS CALENDAR FOR DETAILS)

*o*VROOMING*o* AT VACA VALLEY

NICHOLAS, GRANT, WHITE, BURCHARDS SHARE VACAVILLE VICTORIES

Story and Photos by George Martin

Vaca Valley Raceways is still Honda turf – courtesy of Bill Lyons and Precision Machining. With the lure of $1,000 in prize money glowing brightly in their eyes, many of California's top road racers trekked to the Northern California track May 5 to play king of the mountain with Lyons and the scarlet PM 450.



Bill Lyons (Honda) on way to win.

Norton Manx mounted Reg Pridmore.

Ron Grant had a gorgeous candy blue Metisse road racer containing his fifth place Daytona Suzuki 500/5. Ralph White was aboard a 350cc Kawasaki, especially built up for the race, and Don Vesco rode his modified Bridgestone GTR. Sidecar ace Reg Pridmore and his cohorts from Power Research brought a whole covey of machines, including a businesslike black 500 Manx Norton for Reg to have a go on. In short, a hell of a big-bore event was brewing.

Things were about as good in the 250 class. Grant had his "little" Suzuki, an X-6 in Daytona guise, White had another Kawasaki and was teaming with Walt Fulton Jr. for a double effort, Jody Nicholas had brought a Yamaha up from the southland, Art Baumann had a Yamaha and Dave Scott had another.

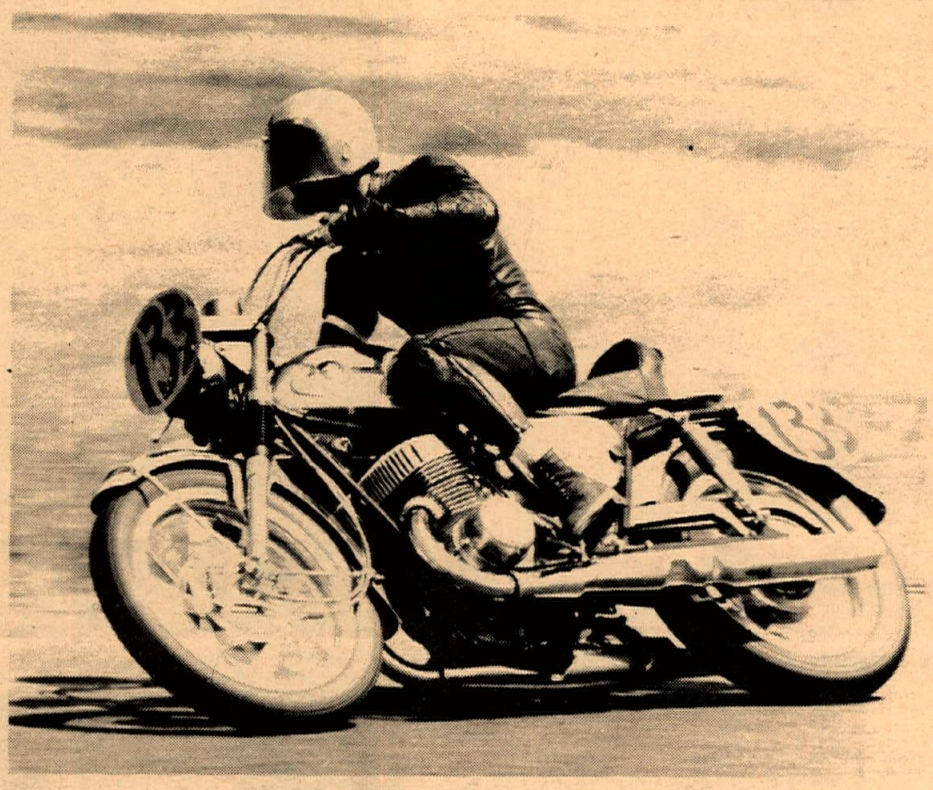
To get more bikes on the track and expedite the day's racing, everything was run in three races: 175 and under, 250, and 350-Open. The 175cc event started with a great cloud of dust as more than twenty bikes screamed away from the flag with the Honda 175 of Dave Allee grabbing a tenacious hold on first place.

Allee was first at the start and there he stayed while Pete Giordanengo and Dave Burchards followed in second and third place. After a bad start, Dave Scott carved through the pack on Al Fergoda's six-speed Yamaha 100 twin to take fourth, and Merv Wright garnered fifth after starting dead last due to a starting grid plug change in his Honda.

250cc Final

Getting his usual quick start, Ron Grant shot around turn one in the lead followed by White on the Kawasaki, Baumann, Scott and Nicholas all on Yamahas. Unfamiliar with the course though he was, Nicholas was really steaming, and on lap two had passed Scott, Baumann and White and was gaining on the flying Grant.

Both bikes were flying, cutting laps in the 1:35 bracket. Exiting turn three, Grant twisted the wick and the power came on so hard his entire Suzuki slid about a foot to the left, nearly leaving the course. Grant appeared not to notice as he just grabbed another gear and kept going.



Dave Burchards leads production race on Suzuki 500/5.

But even Grant couldn't hold off the charging Nicholas and on lap three Jody had pulled in front and was desperately trying to stay there. Meanwhile Baumann had closed on and passed White's Kawasaki and was third.

Rarely more than 20 feet apart, Nicholas and Grant rocketed up the straight and into the sweeper. On lap four Grant got the lead briefly, then Nicholas took it back for two laps.

Again on lap seven it was the Suzuki, but on the next circuit Nicholas swept past and stayed there. White meanwhile had zapped Baumann again and was gaining on the leaders. Closer and closer he came until on the final lap he got an extra burst of speed and sneaked in front of Grant for second. Baumann was fourth and Tony Herbold, who had been having his own private battle with Davey Scott grabbed fifth on his Yamaha.

350 and Over

If the 250 race had the fans on their feet, the big bore event had them screaming.

Tantalized by his second place, White was out for blood with his 350cc Kawasaki. The screaming disc-valve two-stroke lit off quickly and White was in the lead, with Bill Lyons on the PM 450 second and Reg Pridmore roaring in third spot on the Power Research Manx.

An Amateur in the AMA, Lyons was a bit nervous about riding against White. He got on the Kawasaki's tail, and stayed there, he said later, to see how fast White could go.

It took the crew-cut blond four laps to find out; then he made his move. It came as the two machines screamed down the straight and into the sweeping turn one. Lyons took the outside and almost wrote himself and the Honda off as he strayed into some gravel and got into a semi-sideways slide at something around 100 miles per hour.

"It was controlled – sort of," Lyons said later, shaking his head.

But controlled or not it served its purpose and entering turn two, it was the red Honda in the lead, with the Kawasaki second, Pridmore's Manx third, Don Vesco's Bridgestone fourth and Merv Wright's 350 Manx doing battle with Dave Burchards on a production Suzuki 500 for fifth.

With Lyons in front the shattering acceleration of the Honda began to make itself felt, as Lyons exploited his knowledge of Vaca Valley's undulations. He steadily pulled away, gaining a bike-length or two on each lap, cutting times of 1:34.

"It was just a matter of I'd ridden the course a lot and knew where the bumps were," Lyons said after the race. "I could hang it out a little better."

"I would have stayed around to make it a better race," he smiled, "but I wasn't sure I could get away again."

Finishing behind Lyons and White were Pridmore, Vesco, Wright and Burchards.

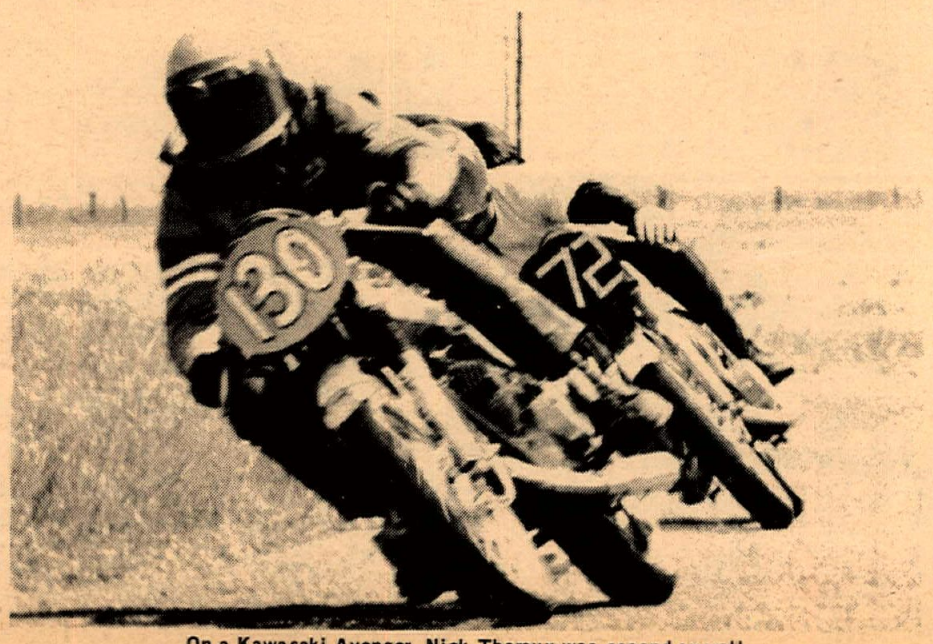
The production race was a massive affair with all classes running together.

As he has done in the last several production events, Dave Burchards showed his tailpipes to the crowd as he shot around the course on the Suzuki 500 from Munroe Motors in San Francisco.

Burchards has to be about the hairiest rider in the AFM as he tears around the course in around 1:40 on the bucking, weaving Suzuki. At trackside you can see the big two-stroke shudder and shake and grim-faced Dave gritting his teeth behind his beard and keeping the throttle screwed on.

The only rider who could keep him in sight was Nick Theroux, who makes his Kawasaki 350 act like a Grand Prix machine. The Jack Dyer-tuned Avenger handles quite nicely until Theroux gets it up around 95 and then you can see he, too, has his problems.

It seemed to be a combination of courage, skill and luck that kept Theroux going so fast without disaster, but he easily outdistanced everything on the track except Burchards for second overall and first in 350cc class.



On a Kawasaki Avenger, Nick Theroux was second overall.

THE PERFECT PASSENGER

By Joann Walker

The perfect passenger is, of course, a rider himself. This little discussion is to help the novice who just "goes along for the ride."

Alertness is a prime requisite of the good passenger. You must, at all times, be as aware of traffic and road conditions as your driver. You must be ready to lean WITH him when necessary, to lend a foot to lean on at signals, etc., (always use the same foot the driver does – usually the left foot) and to hang on tight. Most riders prefer that the passenger hang on to his waist. This allows the rider to know his passenger's condition at all times. He can sense, through the grip of hands, the degree of security felt by his passenger.

Maintain a safe position on the bike. Keep your feet flat on the pegs, grip the bike with your knees, rest your hands lightly on the driver's waist as mentioned above. Do not twist your body to look behind you. This throws the bike. Most of the time your driver would be able to compensate for your shift in weight, but you don't want to place him in a tight spot. If you become cramped from riding too long, ask for a rest stop and do your stretching there, not on the bike.

Keep your arms and hands close to you. Waving them or pointing out scenic spots may cause an on-coming car, or one following you to expect your bike to turn. When it doesn't the other drivers will have a few choice words about motorcycles in general.

Do not attempt conversation with your driver when traveling. His safety helmet will cut down on sound. So will the wind and bike noises. If he has to concentrate on hearing you, he can't be paying proper attention to his own problems of maneuvering his bike safely.

When your driver requests that you wear safety gear such as helmet and protective eye-wear, do so with a smile. It may be YOUR life he is saving.

If your driver isn't interested in safety, don't ride with him. Clowns whose handlebars reach for the skies, who mix alcohol with gas and oil, who think all the world is an audience for his antics, are not only a menace to themselves, but to anyone on the same highway with them. Don't become a statistic.

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SUZUKI MAKES IT ... SO MAKE IT SUZUKI

ROLLICKING NOWALK ROCKETS RUN

Story and Photos by George Hays

The sky was grey and the air was a bit chilly Sunday, May 4, as 185 road riders signed in at Little Lake Park near Norwalk, Calif., but the gloomy weather didn't dampen spirits, and everyone had fun right from the start. The 70-mile route took the riders east to Harbor Blvd., then south to Hwy. 101 in Newport Beach, then north on Hwy. 39 back to the park.

By 10:00 a.m., the parking lot was filled with bikes, and the riders were competing for trophies. First they turned in their stamped route sheets and drew a poker hand. Then they tried their luck at games of chance, testing their skill at tossing a baseball into the mouth of a milk can, and tossing rings at hooks on a board.

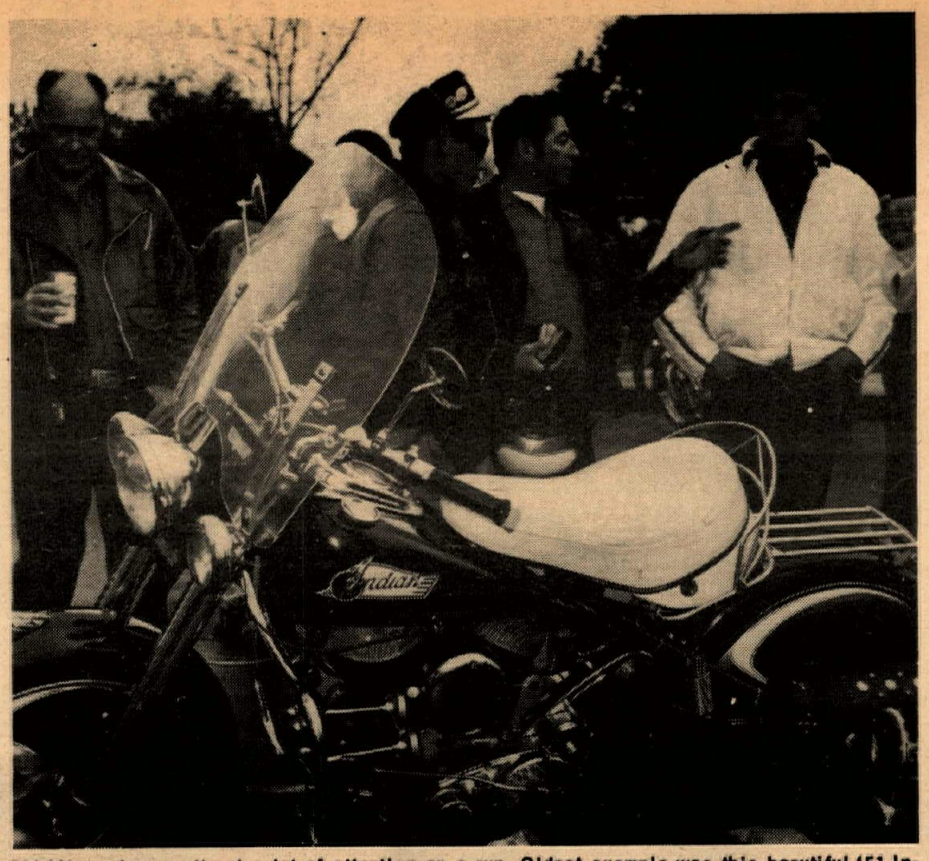
Then came lunch, a delicious combination of ham and beans, cole slaw, and corn bread. A wild contest followed chow. Contestants were issued two lemons, one in the toe of a nylon stocking. The object of the game was to hold the stocking behind your back, and by swinging the lemon in the stocking between your legs, bat the other lemon across the finish line.

The fun and games were followed by trophy presentations. Over 90 trophies and gift certificates were awarded, nearly one award for every two riders. Some clubs present runs to make money, but the Rockets' only objective was to show the crowd a good time, and that they did. You never saw a group have more fun as the trophies were awarded amid a barrage of good-natured wisecracks, and howls of laughter. By 4:00 p.m., the gold was won and the happy riders were on their way home.

May riders were surprised that they didn't have to show their AMA cards when they signed up for the run. This was because the run was sanctioned by a new organization, the Southern California Motorcycling Association. The President is Dale Stoddard (also president of the Norwalk Rockets). Vice President is Ellis Smith, and Jim Keck is treasurer. The SCMA doesn't intend to conflict with the RRC or the AMA, and stands ready to co-operate with them at any time.

Among the objectives of the SCMA are to get more people out for weekend runs, including outriders as well as the clubs, car drivers who are interested in motorcycles, family groups, small bike riders, and to present motorcycling to the public as good clean fun. Although the SCMA is only 4 months old, it already has over 100 members. As well as outriders, member clubs include the Norwalk Rockets, Overlanders, Freight Jockeys, Artesia Pioneers, and the Tampa Road Runners.

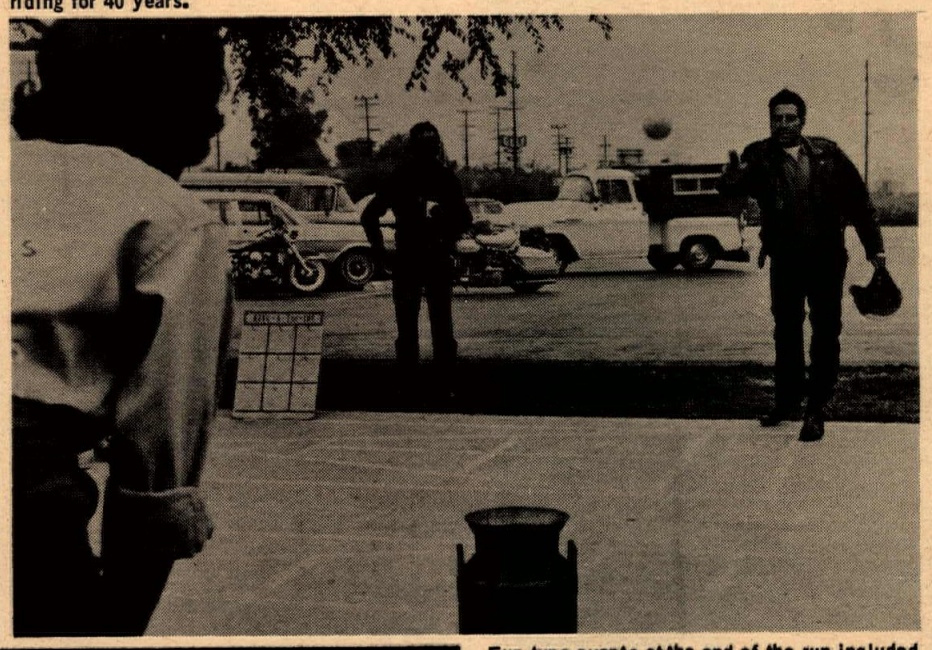
Anyone interested in joining can write the Southern California Motorcycling Association, P.O. Box 4514, Wilmington, Calif. for an application blank. Dues are $1.50 per year.



Old bikes always attract a lot of attention on a run. Oldest example was this beautiful '51 Indian Chief owned by Red Thomas of Long Beach.

Oldest rider trophy winners were Hettie Mitchell, 78, of Huntington Park and John R. Rohrbeck, 61, of El Monte. Hettie's been riding for 40 years.

Becky and Chuck Myers of the Pacific Coasters sign in after the run. Three riders from the Pacific Coasters took home a total of eight trophies.



Fun-type events at the end of the run included tossing a ball at the barrel. Although everyone was given three tries, few scored in this game.

SANTA ROSA 10-MILE NATIONAL RACE DATE SET

Final arrangements have been made with the Directors of the Santa Rosa (Calif.) Fairgrounds to hold an AMA-sanctioned 10-Mile National Championship race on that one-mile dirt track.

According to race promoters, Bob Barkhimer Associates, Inc., the race date is now definitely set for Sunday, July 28.

The Fairgrounds dirt course at Santa Rosa is reported in excellent condition and presents a beautiful setting with its turfed infield. The covered stands accommodate approximately 5,000 spectators.

Many top Eastern riders will be in attendance, traveling northward after the Ascot Park 50-lap TT on July 27 to partake of the mile track action in pursuit of National Championship points and purses.

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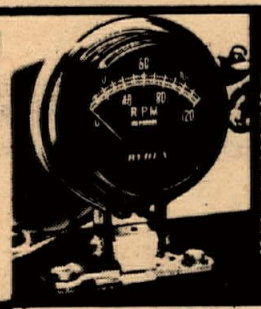

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NOVICE PILOTS PURSUE PONDEROSA HARE

By Jack Ross

Novice rider Layman Gattis led from start to finish over 56 Open Class Amateur and Novice hare scrambles riders on May 5 at Ponderosa, Calif. The Husky-mounted ace from Trona was never more than a few bike lengths ahead of Amateur Tom Brooks, who was nursing an ailing machine. Tom Muto finished third followed by steadily-improving Mike Popovics.

Family Affair

Novice Tom Garrett, brother of last month's winner Wayne Garrett, led 40 Novice and Amateur trail class riders wire-to-wire. Cordis Brooks of the famous Brooks racing family grabbed second followed by Richard Bechard. Twelve-year-old Tom Brooks Jr. finished fourth as his racing mother, Mary, watched from the pits with her leg in a cast.

100-Mile Anniversary Race

The Greyhounds M.C. will celebrate the second anniversary of hare scrambles at the Ponderosa Inn with a Championship 100-Mile event on Sunday, June 2. All finishers will win cup trophies as large as those normally given first overall or better. Four-foot trophies will go to class winners. The race is being run over a new 10-mile course that includes four miles of fireroads. Riders must finish ten loops in five hours. Come on out and give it a go!

(Results on page 16)

YAMAHA APPOINTS DON GATELY ADVERTISING MANAGER

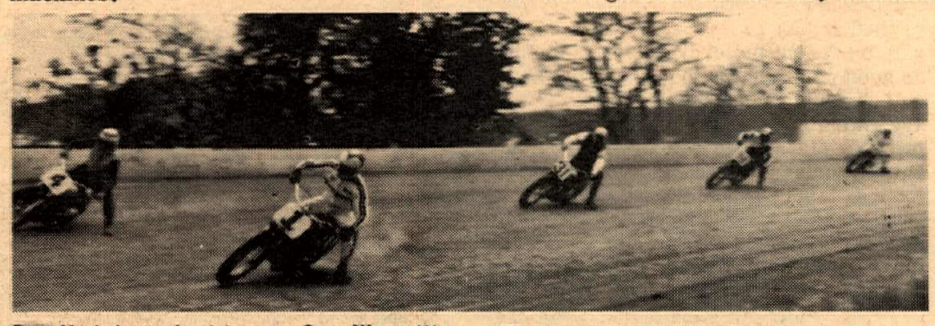
Don Gately, who for the past three years served as Assistant Director of Advertising & Public Relations, has been named Advertising Manager according to Don Rubin, Vice President, Motorized Products Division.

Mr. Gately rejoins Yamaha after a brief stay with an advertising agency as account executive. Rubin stated that Gately will be closely associated with Roxy Rockwood who has been named Public Relations Manager.

MARKEL BEATS NIXON TAKES RECORD TOO

Story and Photos by Judy McKeen

It's not very often you go to a track and see wheel-to-wheel racing in every class and in every event, but that's what happened Sunday, May 5 at Nazareth, Pennsylvania. In the first Amateur heat Dick Sears on a Triumph got center-punched, was lifted into the air by two other riders and then let down...hard. In order to avoid hitting Sears, Frank Ebbess on a BSA Gold Star dropped his machine and slid into the wall. It was a bad looker. Everyone came out with only a few scratches and bruises but a lot of unhappiness over their bent and broken machines.



Bart Markel (4) about to pass Gary Nixon (1); Don Twigg (31) and Bob Sholly (98) follow.

The next heat was won by a first year Amateur, Skip Grigsby, riding a Triumph. Skip has been one of the top scramblers around these parts for some time, and his style is a lot like Markel's.

All-Star Lineup

The Expert heats looked like a National. In the first one, Bob Sholly led for four laps aboard a Triumph until he was overtaken by George Longabaugh (Harley), and National Number One Gary Nixon, Triumph-mounted. The remainder of the race these three swapped places every lap. On the last two laps Larry Palmgren, also Triumph, made his bid for first but was just a little too late. They crossed the line mighty close with Nixon in front, then Longabaugh, Sholly and Palmgren.

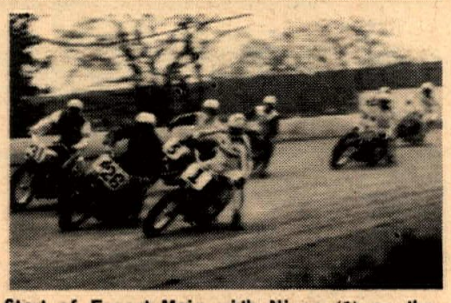
The second Expert heat was My Hero, all the way – Bart Markel on his rapid H-D. Bart also broke the track record with fastest qualifying time of 26.95. It was almost a full second faster than the next quickest time. The race for runner-up spot changed every lap between Wayne Cook, Eddie Varnes, (a first year Expert) and Billy Lloyd. Wayne has been in the Army for the past year but is coming back real strong. Lloyd had a bad accident last year but is also doing very well this year. Varnes took second, Lloyd third and Cook fourth.

Markel Comes From Behind

With the skies clouding up and looking very much like rain they ran the Expert Main first. When the flag dropped it was Larry Palmgren in front with Nixon hot on his tail. Markel got a real bad start and was last off the line. In the first lap he worked his way up to fifth place. The lead was still held by Palmgren, who was doing a tremendous job. Bart then passed Don Twigg and Bob Sholly and set his sights on Nixon. Gary held him off for about four laps by going way high in Markel's groove, which messed Bart up, but only til Bart outsmarted him and took him on the inside in the second corner. Now there was only Palmgren to get. One more lap and Bart had the lead, which he stretched out with no trouble at all.

Then Palmgren lost his steel shoe, but despite this handicap he rode like it was still hooked to his boot. Though Nixon got by him on the straightaway Larry came right back in the corner, shoe flying and all. The checkered flag saw Bart with the win, Nixon second, Twigg a hard-working third and Palmgren a most determined fourth. It's sure no secret that Markel is looking for his Number One plate back again this year, so all you fast boys better watch out... Bart is really looking good.

(Results on page 16)



Start of Expert Main with Nixon (1) on the pole, Eddie Varnes (26) next and Don Twigg (31) on the outside.

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THIRD MOTORCYCLE SAFETY SESSION STARTS

By Barbara Adams Dahms

The Motorcycle Safety Training Program will begin its third session Saturday, May 18 at the Adult Occupational Training Center in Woodland Hills, Calif. Registration for the course is available at the center, weekdays and evenings except Friday night.

This program which is unique in the nation is the pilot for more extensive training to be available in the future. There is no doubt that one of the greatest factors in vehicle safety is skill of operation. Proper rider training and safety awareness will do much to improve the accident record and public image of the motorcycle. A major percent of accidents happen to first-time riders who have no place to learn to ride except the street.

Students who have already completed one of the previous courses said afterward they felt they had acquired considerable knowledge of the motorcycle and of safe patterns of operations which would be a basis for further practice. Some of them already owned and rode cycles and took the course for improvement. Others were cycle enthusiasts, many of whom bought their own during or immediately following the course.

The course is open to anyone who has a driver's license and to high schoolers who have completed the driver training program. It is a course in basic techniques of motorcycle riding. Machines which have been loaned by the manufacturers especially for the program include 60 to 160cc class machines and some 250's, 500's and 650's.

Lean it to the left – turn the wheel to the right and...what???? Actually, members of motorcycle safety class are directed by Instructor Jack Burgan in simulated traffic maneuver. (Cycle News columnist Barbara Dahms leads the way.)

BULTACO LEADS THE WAY

BARSTOW M.C. HARE SCRAMBLES 5-12-68
1st Pl. 250 Ex. LARRY BERGQUIST (2nd overall) – PurSang

POWDER PUFF ASS'N. TT SCRAMBLES 5-12-68
125-175cc Amateur-Expert Moto
1st Pl. Lloyd Quintard – Sherpa S
2nd Pl. Jim Doron – Sherpa S
3rd Pl. Dave Massingham – Sherpa S
200cc Amateur-Expert Moto
1st Pl. Alex Armstrong – Sherpa S
2nd Pl. Devon Sowell – Sherpa S
3rd Pl. Gary Griffin – Sherpa S
4th Pl. Dan Jones – Sherpa S
5th Pl. Bill Griffin – Sherpa S
250cc Novice Main
1st Pl. Randy Ellis – PurSang
2nd Pl. Steve Rispin – PurSang
3rd Pl. Dan Puetz – PurSang
4th Pl. Ron Rodriguez – PurSang
500cc Novice Main
1st Pl. Alex Armstrong – El Bandido

MOUNTAIN PASS SCRAMBLES 5-5-68
100cc Amateur-Expert Main
1st Pl. Dan Stadlander – Lobito
250cc Novice Main
1st Pl. Bill Dickie – PurSang
2nd Pl. Monte Montoya – PurSang
360cc Amateur-Expert Main
1st Pl. Dan Harnett – El Bandido

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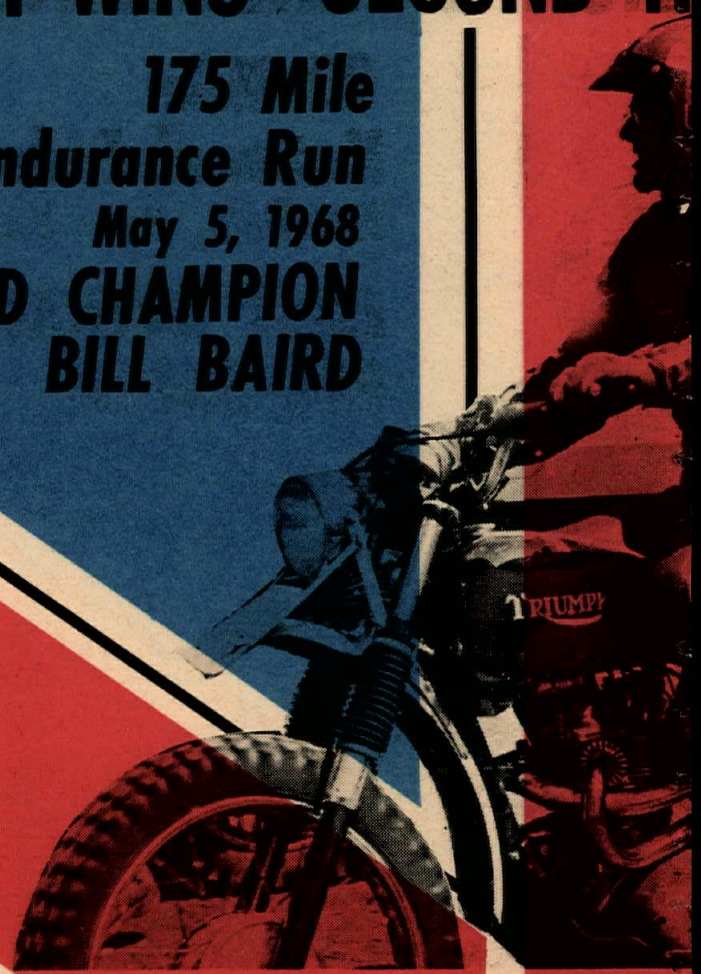
'68 250cc MATADOR ENDURO 5-SPEED
NOW IN STOCK
Bultaco Western TR.7-2400 or PO.9-0441.

TRIUMPH WINS SECOND N

175 Mile
National Endurance Run
Shelby, Indiana May 5, 1968
GRAND CHAMPION
BILL BAIRD

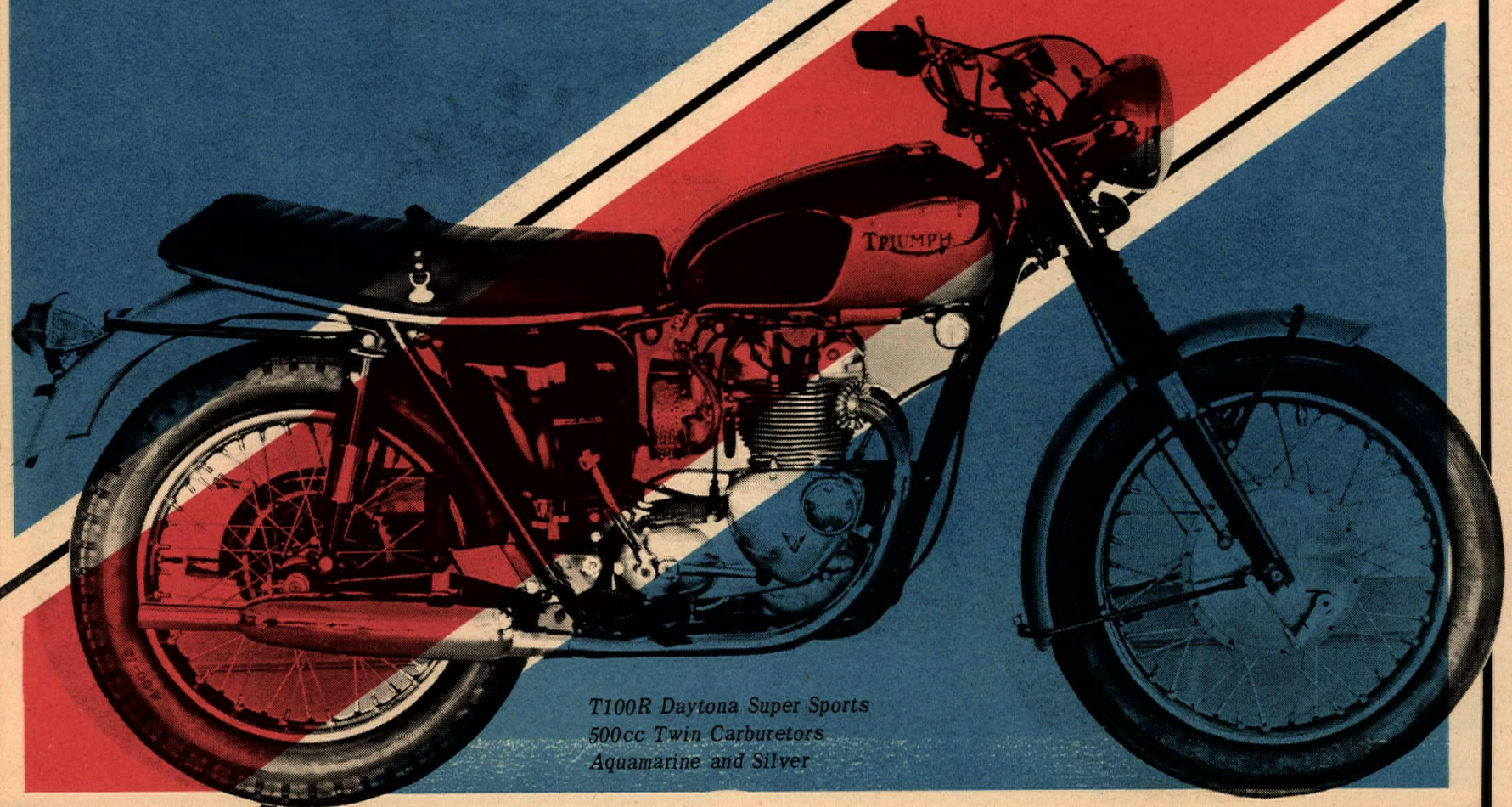
OREGON STATE
CHAMPIONSHIP ENDURO
Tillamook Burn, Oregon April 21,
1st E. Herrmann - Triumph
2nd J. Zenger - Triumph
3rd B. Toman - Triumph



BILL
6 Time Grand National Enduro Cha

TRIUM

T100R The motorcycle with 4 National Championships to it's credit in 1967. This is the one that carried Gary Nixon to the AMA Grand National Championship in 1967. Best of all, this fleet Triumph growls on command for any rider who can handle a bike with this much fight.



T100R Daytona Super Sports
500cc Twin Carburetors
Aquamarine and Silver

Johnson
2765 East
Duarte,

IONAL ENDURANCE RUN

90 Mile
National Endurance Run
Newfield, New York April 28

FIRST OVERALL
BILL BAIRD

BARSTOW M.C.
HARE SCRAMBLES
May 12, 1968
OPEN EXPERT CLASS
1st STEVE KIRK - Triumph

RD
and his Tiger Competition 500

IPH 1968

T100 C Competition brother of the famous Daytona, now a true dual purpose machine. A sassy road machine in "competition trim". Has twin upswept pipes. Detachable headlamp. A Champion in every detail, the Tiger Competition is the six-time Grand National Enduro Winner under superstar Bill Baird.

T100C Tiger Competition
500cc Single carburetor
Aquamarine and Silver

inc.
on Dr.
ia

NEW CRAGAR GLOVES

To round out their line of safety helmets and other riding accessories, Cragar now introduces the Cragar glove. This high-quality imported glove is designed for both competition and road riding. Slotted between fingers with air holes front and back, it is constructed of soft, lightweight black leather with colorful red chamois on the back for cleaning goggles. Elastic (with snap) insures air-tight fit to wrist; the glove is unlined for weight saving and sensitivity of feel.

Manufactured in small, medium, large and extra large sizes with a list price of $8.95, Cragar's glove is now available at motorcycle dealers, speed shops, tire and auto parts stores.

What Is The World Coming To? ... Women Throw A Scrambles

Story by Maureen Lee

We know it was the first time in District 37 and from what we have heard it could be the first time anywhere that an AMA-sanctioned competition club that is composed of "ladies only" and all riders themselves have thrown a point run.

It was a gas! And please forgive the personal touch to this article because I happen to be a member of the Powder Puff Association who pulled this thing off and on Mother's Day yet! With male member clubs cancelling out on scheduled scrambles right and left including clubs who have huge memberships and some who have famous names in the District the Powder Puffers feel they have earned their laurels by throwing their Perris run and contributing something to the sport officially. There were some goofs, but it wasn't a bomb.

Two days before the run all airports were watched to see that no one sneaked out of town; husbands didn't dare say a word crosswise or hysterics would result; lists of what-to-take-to-the-track were checked and re-double checked and finally the day came, and out we all went.

There wasn't one member who didn't show up and do her appointed job 100%. You males who always throw great scrambles will have to forgive us for being proud; we knew we could run a race but there wasn't one of us who in the dark of the night who didn't wonder privately...should we?

But could we? We will all admit right here and now that if it hadn't been for the wonderful cooperation we received from family members, friends, the Dirt Diggers and Lightweights clubs and even just riders who offered to flag if needed we would have been stretched pretty thin! Still, all the official jobs were held down by 'Puffer members, including the horrific one of starting.

Tiny Doron drew the lightweight contingent and with Competition Committeeman Dick Kouns at her side, and her husband Jim to assist her should anyone decide she could be a push-over, we were off to the races. Riders were all warned that jump that line once and it was back to the penalty line. Jump that and it was a reverse start. Imagine the surprise when they found out Tiny and the club meant it! One 250 Novice was heard saying in a disbelieving tone to a buddy, "Did you see what they did to me? I had to start facing backwards!" He still finished well despite all this.

The lightweight events were run off in great style, everyone getting plenty of riding and the 250's running the big course. Track surface was glorious. It had rained the night before and although it got cold enough to do embarrassing things to brass monkeys when you had to stand around all day long, the surface remained in top shape because it never got hot.

Then big bike practice where the Novices had to wait until the Amateur-Expert brigade were through. "Why can't we all practice together?" "because you're a Novice." "But I want to ride with the Experts." "Then make Amateur and you will," etc., etc. But no one got mad. They just wondered why but we remember when the Novices were always left completely until last and didn't even get practice until after the Open Expert Main!

And then...the one big goof...Amateurs and Experts were listed together on the heat boards and the Association had to change all this, as Amateurs run with Amateurs, Experts with Experts, etc. Didn't take long but it made for some nervous racers who were all antsy on the line and another ulcer for the already scared stiff starter. Have you ever faced a bunch of gimlet-eyed big bore riders who are all glaring at you? Yipe!

We've done our share of bitching and complaining and simply just poking fun at starters in our years of writing a scrambles column and racing and will continue to do so. Maybe that's why we didn't completely blow our cool but we darn near did on that first race, the 500 Expert. To anyone who is familiar with the boys who ride that class...'nuff said! There were they, men who are friends and dear acquaintances and point-happy to boot, and there were we determined they weren't going to jump that line. Would you believe three black flags? It's true!

John Rice, Tony Denius and Ray Nichols all ended on the back line. John R. was the first to go (John, don't try and tell us your clutch is dragging, ha ha!) Tony was next and then Ray. After the third black flag there was only one thing to do to the little boys and that was make them start with their hand on their helmets so they couldn't get their itchy fingers on the clutch lever. Worked too! Would you believe we didn't have any more trouble for the next five heats? But, if it hadn't been for Committeeman Dick Kouns we would have just about jumped in the truck and driven away and let them have the darn track! He kept saying "You're the boss. Now make them believe it and don't let 'em get away with it." It looked like all the spectators at Perris had gathered to watch that start because they all had an inkling of what would happen and it did, but they cheered us on, especially after the third black flag. To them we say "Thanks for the backing we got over the fence." Yeah, we got some other comments too but that's part of the game and we can give as good as we get, but to the people who supported the stand for a fair start, two of the boys who jumped admitted with grins afterwards that they had planned it that way and just wanted to see how far we could be pushed. Unfortunately they cost another rider a fried clutch but then there's never an excuse for a fried clutch on the starting line...is there?

The Open Class, especially the Novices, were all run off with no troubles and our best start of the day came from the 500 Novices who were requested to "be gentlemen" and a more perfect line off the start you never saw in your life!

Male helpers were awarded "The Royal Order of the Ladies Garter" which they all wore proudly and by the end of the day you weren't "in" if you didn't have a garter. The Association is making arrangements to see that all who helped and didn't receive garters will get one, we just plain ran out. There is another award we are considering "Sour Lemon of the Day" to the Expert who threw a temper tantrum on the line when he was ordered back. Maybe we should include a bar of soap to wash his mouth out after all those super nasty words he said. That was the only real unpleasantness experienced all day and to all the gentlemen, (bar one) of District 37, we salute you. Although we stepped into your world and worked for the sport of motorcycling you didn't forget we were ladies, and that takes class. We even got to screeching ourselves once in a while and know how it feels when a race doesn't go well.

Will we do it next year? Well..... Meanwhile – where's the Fizrin?

(Results on page 16)

BE FIRST

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ALL IN A WEEK-END

Ascot Park May 10, 1968
Amateur Main Event
1st Mark Breisford BSA
2nd Rick Elisarraras BSA
3rd Jim Rice BSA

Orange County Int'l. Raceway May 12, 1968
Open Grand Prix Class
1st Jody Nicholas BSA

Perris Night Scrambles May 11, 1968
Open Expert Class
1st Jim Hunter BSA
2nd Mike Posey BSA

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Duarte, Calif. 91010
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DRAG RACING

By Bob Ebeling

American Hot Rod Association officially appoints Motorcycle Director. After consecutive years of pleas and repeated attempts in persuasion, the A.H.R.A. officially appointed Bob Ebeling as National Motorcycle Director.

A great many duties and privileges come with the position and number one is an attempt to standardize rules and elimination procedure.

It is too late in the year of 1968 for a complete re-write of the rule book which is in the hands of some two thousand motorcycle drag competitors and yet some effort is being made by sending out bulletins that explain minor changes and define some of the "not too clear" existing rules.

Listed here are the new class breakdowns for 1968: Stock Bike: AB – 1111cc -open; BB – 780cc-1110cc; CB – 551cc-779cc; DB – 356cc-550cc; EB – 310cc-355cc; FB – 266cc-309cc; GB – 210cc-265cc; HB – 170cc-209cc; IB – 130cc-169cc; JB – 97cc-129cc; KB – 0cc-96cc.

This class breakdown applies to both stock and modified divisions. Class requirements for a stock bike have only been slightly altered and you must check the rule book for full information in stock classification. The changes or additions are as follows:

Carburetors may only be modified by removing air cleaners or changing jets, needles or throttle slides.

Absolutely no changes may be made to the engine other than a maximum overbore of .045.

Handlebar styles are optional, but no "clip-ons" are allowed.

Open exhaust is permissible and two-strokes may run expansion chambers.

The modified bike division changes are as follows:

Engines swaps are acceptable, but changes must be to a frame specifically designed by a licensed manufacturer for the said displacement engine.

Frame must be a stock wheelbase, although forks may be exchanged from other makes as long as they are not chopped or altered in height or degree of rake and trail.

Rear shocks may be removed and stiffeners added in their place.

Factory rider or road race seats must be used and securely attached.

Gas tank must be of at least one gallon capacity. No tube tanks allowed in this division.

New classes for Gas and Fuel bike divisions:

AGOB & AFOB – 1111-open;
BGOB & BFOD – 780-1110cc;
CGOB & CFOB – 551-779cc;
DGOB & DFOB – 239-550cc;
EGOB & EFOB – 0-238cc;

Added safety rules for all divisions:

Stock division machines need not have steering dampeners unless provided by the manufacturer.

All bikes must have their fuel lines wired or clamped at each terminal.

Modified, gas and fuel division bikes may run any style handle bars providing they measure 12 inches from a centerline of the forks steering head.

All above rule changes will be put in effect immediately for National events and it is my sincere hopes that all local drag strips under A.H.R.A. sanction will run by the book! As a result standardization will prevail as it is intended.

New Elimination Procedure

In Bristol, Tennessee, on June 7, 8 and 9, I will attend in this new official capacity and inaugurate a new elimination procedure as follows:

There is a total cash purse of 500 dollars. Fuel bike eliminations will be run by a qualifying process that allows four bikes to run for Fuel bike eliminator.

The four quickest qualifiers will race at $25.00 per round (win or lose). The top fuel bike will receive a bonus of $75.00. All fuel bikes not qualified for top eliminator will run for a class trophy.

The same elimination procedure will apply for top gas but with a lesser payoff. The four quickest qualifiers will race at $15.00 a round (win or lose) and top Gas bike will receive a $50.00 bonus.

There is a balance of $135.00 to be awarded in a competition eliminator program. The competition eliminator will be determined on a handicap basis between all stock and modified division class winners. The class winners will "dial their own" handicap, with a one-tenth second breakout. Top Eliminator will receive $100.00 and the runner-up will be awarded $35.00.

Contingency Awards

One problem which has plagued the A.H.R.A. in past years has been a lack of cooperation with dealers and distributors in the posting of contingency awards. It's hard to understand, for as a result of a small effort the awards for this coming national event have been pouring in. It's a great reward to find these various cycle distributors and manufacturers, welcome my approach with a ready "yes" and the following awards.

25 dollars cash to top fuel, gas and competition eliminator from Cycle World Magazine.

For each top eliminator there is a beautiful Safetech helmet, from Paramount, California.

Two Alloy rims from North American Imports, Garden Grove, Calif.

Two electronic Tachs from Rydex Inc., Los Angeles, Calif.

One can each, Chain Klean and Chain Life, from Petrochem of Santa Fe Springs, Calif., to each class winner.

Kawasaki will award a racing team jacket to any Kawasaki rider that sets a new A.H.R.A. record and awards a ten dollar gift certificate to each Kawasaki-mounted class winner.

Yamaha will award a jacket to Yamaha-mounted record setters and ten dollar gift certificates to each class winner.

A great Bonanza Mini-Bike for top fuel eliminator, from Bonanaza Industries, San Jose, California.

A set of custom tailored leathers by ABC Leathers of Compton, California, for top fuel.

One Grant Van Tech frame from Grant Industries of Los Angeles.

This is not a complete tally of all contingencies, for more varifications are on the way. It is vastly satisfying to receive these manufacturers co-operation in promoting a cycle sport. Show your appreciation by patronizing or purchasing.

Remember it will be a big National event on June 7, 8 and 9, at Bristol, Tennessee!

Last Week's Racing

At Irwindale Raceway, Boris Murray and his big twin-engine Triumph won top fuel eliminator but the days top elapsed time was turned in by the Laidlaw sponsored Harley of Joe Smiths.

Smith's "Knuckle Head" clocked a fantastic elapsed time of 9.44 seconds during qualifying runs.

Attendance was below normal at Lions Drag Strip which made an easy day for Ed Thomas, the cycle pit director, but for some of the racers it was far from uneventful.

Ed McDonald's Harley-Davidson completely obliterated a cylinder, piston, rod, etc. and the hardest part was they were obtained on loan.

The 500cc Suzuki ridden by Sommers was a loser in the C stock street bike class. Sommers let the three stars get in his eyes and drew a big red light that let the 444cc Honda ridden by Hinds cruise through the lights for a class trophy turning 14.38 – 89.02.

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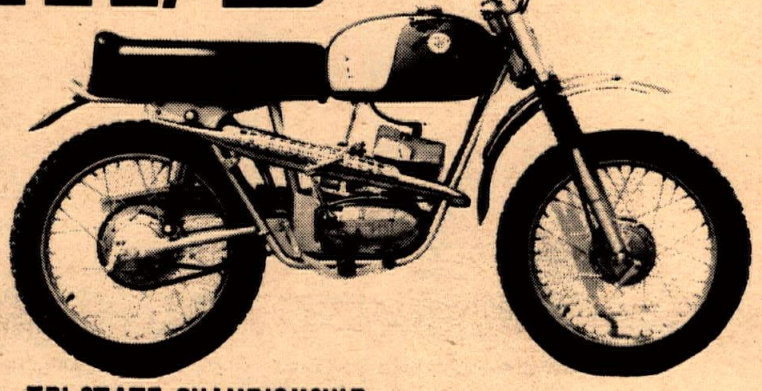

TRI-STATE CHAMPIONSHIP
TT SCRAMBLES
Bakersfield, Calif. May 5, 1968
100 Novice Class
1st KEN GREEN M/B
2nd RON TYPER M/B
HAYWARD SCRAMBLES
Hayward, Calif. May 4, 1968
100 Am.-Ex. Class
1st JOHN GENNAI M/B
2nd JACK JENSEN M/B
Distributed by
M/B Sportscycles 311 E. Alexander, Tacoma, Wash., 98421

RESULTS

FIRST 50 DESERT LIGHTWEIGHT POINT STANDINGS THROUGH March 31, 1968

1.	888mx	Larry Bergquist	900
2.	5x	Gary Cole	765
3.	15x	Glen Thomas	545
4.	7x	Dan Kline	525
5.	11x	Bill Ydiando	512
6.	25x	Ron Bishop	505
7.	78x	Art Heinrich	460
8.	150x	Harold King	440
9.	17x	Bob Rodine	430
10.	71x	Tom Muto	405
11.	48x	Bill Harry	390
12.	2x	Gary Griffin	370
13.	28x	Dave Miller	370
14.	6x	George Green	353
15.	139x	Phil Bowers	345
16.	9x	Dennis Torgerson	340
17.	26x	Gary De Witt	325
18.	113x	Terry Trachy	303
19.	13x	Robert Weatherwax	302
20.	100x	Bruce Dunford	285
21.	21x	Gary Conrad	280
22.	469x	Nick Marcinkovich	276
23.	37x	Bob Kulek	275
24.	42x	Peter Slavik	274
25.	79x	Gary Schuelke	266
26.	41x	George Zuber	260
27.	90x	Larry Haley	241
28.	22x	Mike McCoy	240
29.	376x	Norm McDonald	230
30.	82x	Noel Cobbs	228
31.	144x	Ray Alexander	223
32.	76x	Jerry Dobson	221
33.	47x	Joe Kulek	220
34.	52x	Jimmy Thomas	216
35.	60x	Steve Camp	210
36.	10x	Carroll Ditson	205
37.	289x	Bob Jones	202
38.	24x	Bill Friant	195
39.	32x	Chuck Hermansen	195
40.	317x	Jim Corning	195
41.	133x	Gary Gibson	195
42.	105x	Jerry Wagner	193
43.	96x	Don Houser	186
44.	51x	Ted Peterson	183
45.	89x	Darryl Ellis	180
46.	161x	Al Hillan	180
47.	81x	Allen Welcome	178
48.	727x	Russ Darnell	175
49.	227x	Harry Lawrie	172
50.	12x	Stan Phillips	170

DIST. 37 1st QUARTER DESERT TRAIL BIKE POINT STANDINGS

1.	Jack Morgan	1500 Pts.
2.	Jack Froelich	960
3.	Eric Jensen	750
4.	James Jacklett	670
5.	Dean Goldsmith	630
6.	Frank Morgan	620
7.	Ed Scheidler	530
8.	Hugh Gipe	510
9.	Bob McLaughlin	455
10.	Wes Anderson Jr.	439
11.	George Flanders	425
12.	Roy Barnett	405
13.	Bobby Ewing	405
14.	Lloyd Taylor	385
15.	Jan Bandringa	356
16.	Warren Burrell	326
17.	Thomas Hoyle	325
18.	Jerome Johnson	320
19.	Hank McGill	315
20.	Lynn Wilson	313
21.	Wes Anderson Sr.	310
22.	Dingus Watkins Jr.	305
23.	Pete Foster	295
24.	Brian Kock	281
25.	George Ramey	275
26.	Carl Steven	270
27.	Monte Lee	261
28.	Dick Wright	260
29.	Chuck Purcell	254
30.	Ed Crowell	245
31.	Fred MacDougall	242
32.	Leo Froelich	240
33.	Jim Brown	236
34.	K. Gourgeois	232
35.	Ken Markham	231
36.	Gene Souza	225
37.	Craig Shepherd	225
38.	Randy Klassen	215
39.	Donald Afflack	215
40.	John Maroney Jr.	195
41.	Rose Martino	185
42.	Jack Spencer	180
43.	Joseph E. Biedenback	175
44.	Laurence Mulock	170
45.	Robert Waters	160
46.	Dan Wilson	158
47.	Dwight Martin	157
48.	James Summers	155
49.	Mitchell A. Miller	150
50.	Jeff Wright	145

NAZARETH HALF-MILE
Nazareth, Penna.
Sun., May 5, 1968

By Judy McKeen

EXPERT MAIN

1.	Bart Markel	H-D
2.	Gary Nixon	Tri
3.	Don Twigg	BSA
4.	Larry Palmgren	Tri
5.	Bob Sholly	Tri
6.	George Longabough	H-D
7.	Chuck Palmgren	Tri
8.	Wayne Cook	H-D

AMATEUR MAIN

1.	Richard Perock	Tri
2.	Eddie Shel	Tri
3.	#42B	
4.	Louie Moniz	Tri

LUCKY SPOKES SPORTSMAN SCRAMBLES
Brush Prairie, Wash., Sun., May 5, 1968

100cc TROPHY DASH
1. Mike McCall Bri

100cc A MAIN
1. Mike McNemar Suz
2. Mike McCall Bri
3. Bernie Wheeler Hon

100cc B MAIN
1. Ed Smith Yam
2. Mike Hannula Yam

200cc TROPHY DASH
1. Dick Wall Bul

200cc A MAIN
1. Brad Mills Kaw
2. Mike McNemar Suz
3. Bernie Wheeler Hon

200cc B MAIN
1. Adron Lewis Kaw
2. Richard Hotchkiss Kaw

250cc TROPHY DASH
1. Vernon Perry Bul

250cc A MAIN
1. Dan Thomas Bul
2. Ron Fox Yam
3. Chuck Clark Kaw

250cc B MAIN
1. Art Dixon Jr. Kaw
2. Denis Holcomb Bul

250cc C MAIN
1. Allen Strickland Hon

500cc TROPHY DASH
1. Clark Bryant Vel

500cc A MAIN
1. Clark Bryant Vel
2. Chuck Clark Kaw
3. Bob Lindauer Tri

500cc B MAIN
1. Blakeslee Bul
2. Virgil Sampson Hon

OPEN CLASS TROPHY DASH
1. Tom Leslie Tri

OPEN CLASS A MAIN
1. Tom Leslie Tri
2. Edward Tanner Tri
3. Henry Schram Tri

SCTA ENGLISH TRIALS
Big Bear, Cal.
Sun., April 28, 1968

MASTER

* 1.	Jim Wilson	13 Pts.	Gre
* 2.	Jack Ward	22	Tri
* 3.	John Walters	23	Hon
* 4.	David Smith	24	Bul
5.	Robert Nickelsen	27	Gre
6.	Bob Grove	28	Gre
7.	Harry Brattin	33	Tri
8.	Paul Dingman	41	Gre
9.	Dave Evans	43	Bul
10.	Bob Lersch	47	Gre

EXPERT

*1.	Bob Brookhart	24	Hod
*2.	Tom Stowers	26	Gre
3.	Don Lawrence	28	Bul
4.	Duane Stone	36	Gre
5.	Warner Mobley	38	Bul
6.	Jim Smith	49	Tri
7.	Forest Wilson	69	Gre

AM. ULTRA LIGHTWEIGHT

* 1.	Kevin Walker	42	Hod
* 2.	George Karsten	51	Hod
* 3.	Louie Dunn	58	Bul
* 4.	Ted Dore	61	Hod
* 5.	Ed Davenport	65	Hod
* 6.	Leonard Dobbs	67	Hod
7.	Gary Barton	68	Hod
8.	Norman Cowell Jr.	71	Sac
9.	John Erson	73	Hod
10.	Bob Riggs	78	Hod

AMATEUR LIGHTWEIGHT

* 1.	John Wilson	20	Bul
* 2.	Warren Burdine	39	Bul
* 3.	Tom Conley	43	Gre
* 4.	Ron Roach	44	Tri
* 5.	Bob Riley	45	Gre
* 6.	Loyd Davis	46	Tri
* 6.	Vince Martinelli	46	Gre
7.	Tom McGeachin	47	Bul
8.	Cary Temple	51	Bul
9.	William Deeter	52	Hon
10.	John Penner	53	Gre

* Denotes Trophy Winners

LIONS M.C. 50-MILER
Miramar, Cal., April 21, 1968

FIRST RACE

* 1.	M. Gooding	Op. Ex.	Mai
* 2.	S. King	250 Ex.	Gre
3.	S. Colvin	250 Ex.	Bul
4.	H. Kessinger	250 Ex.	Kaw
5.	L. Slaughter	250 Ex.	Gre
6.	H. Backer	250 Ex.	C-Z
7.	G. Fetty	Op. Ex.	Gre
* 8.	F. Smith	250 Nov.	Por
* 9.	R. Berdyck	Op. Nov.	BSA
*10.	G. Rudolph	250 Nov.	Kaw

SECOND RACE

*1.	K. Smith	N	Yam
*2.	N. Modesett	E	Hod
*3.	B. Willis	E	Bul
*4.	R. Horner	N	Hon
*5.	B. Sanders	N	Bul
*6.	D. Frauenberger	N	Bul
*7.	R. Kokorudz	N	Hod
*8.	E. Bolin	N	Hod

DESERT PHANTOMS TT SCRAMBLES
Adelanto, Calif. Sun., April 28, 1968

POWDER PUFF
1. D. Connolly* Hod
2. S. Talbot Hon
3. K. Wright Suz

100cc NOVICE
1. Karl Wilson* Hod
2. D. Bevans* Hod
3. J. Jones* Kaw

100cc AMATEUR
1. R. Sweany* Kaw
2. J. Gilchrist Yam
3. L. Beall B.S.

100cc-EXPERT
1. G. Bevans* Hod
2. S. Nichols Hon
3. K. Lee Hon

200cc NOVICE
1. Devon Sowell* Bul
2. Brad Stankey Bul
3. John Ceril —

250cc NOVICE
1. E. Shinault* Hus
2. J. O'Neal* Bul
3. B. Spann Hon

250 AMATEUR
1. J. Stein* Hus
2. F. Spangler Bul
3. J. Lindeberg Gre

250 EXPERT
1. J. Connolly* Oss
2. R. McCarty Yam
3. B. Stankey Yam

500 NOVICE
1. D. Stinson III* R.M.
2. G. Shafer Tri
3. J. Wells BSA

500 AM/EXP.
1. G. Jones* E BSA
2. C. Pitman E Tri
3. R. Rondell A Mai

OPEN NOVICE
1. Larry Blum* Tri
2. J. Garban Tri
3. R. Bode Tri

OPEN AM/EXP.
1. T. Moriarty* A Tri
2. D. Allen A Tri
3. Terry Dorsch E Tri

* Denotes Trophy Winners

HAYWARD SCRAMBLES
Hayward, Cal. Sat., May 5, 1968

By Larry Stewart

650 EXPERT
1. Harry Dring BSA
2. Rod Norgard BSA
3. Tif Mullenax Tri

650 AMATEUR
1. Dennis Brennan Tri
2. Dale Gray BSA
3. Bob Boaz Tri

650 NOVICE
1. Jan Mireault Tri
2. Dennis McCarty Tri
3. Pat Hurd BSA

500 EXPERT
1. Allan Kenyon Bul
2. Ron Enos BSA
3. Paul Johnson Bul

500 AMATEUR
1. Rich Wymer BSA
2. Leonard Page Tri
3. Al Rodrigues Tri

500 NOVICE
1. #93D BSA
2. #86A BSA
3. #132W Tri

350 AMATEUR
1. #47L Hon
2. Vern Tranberg Hon
3. Jim Vermace Hon

350 NOVICE
1. Willis Wymer BSA
2. Clarence Jones Hon
3. Ed Baldwin Hon

250 EXPERT
1. Chal De Cecco Bul
2. Paul Johnson Suz
3. Steve Muscatel Hus

250 AMATEUR
1. Dave Bellina Bul
2. Jerry O'Connell Bul
3. Steve Wilson Oss

250 NOVICE
1. Jan Mireault Bul
2. Wheeler Gresha Suz
3. Don Ivan Yam

200 AMATEUR
1. Mike Robinson Bul
2. Dave Harris Bul
3. Lynn Mobley Bul

200 NOVICE
1. #97M Bul
2. Larry Johnson Bul
3. Greg Moore Bul

100 AMATEUR/EXPERT
1. John Gennai M-B
2. Jack Jensen M-B
3. Bill Phillips Hod

100 NOVICE
1. Derek Olsen Suz
2. Ray Douglas M-B
3. Fred Guzzi Hod

PERRIS M.C. SCRAMBLES
Perris, Cal., Sat. 5-4-68

100cc NOVICE A
1. Jack Britten Yam
2. Dennis Ray Kaw
3. Andy Skeel Hon

100cc NOVICE B
1. Chuck Claydon Kaw
2. Richard Magin Hod

100cc AM/EXPERT
1. Jim Gilchrist Yam
2. Richard Sweeney Kaw
3. Bob Frauenberger Suz

200cc CLASS
1. Sandy Armstrong Bul
2. Bob Katkowski Bul
3. Roger Schneider Bul

250cc NOVICE A
1. Chuck Thompson Bul
2. Bob Greenstreet Bul
3. Gary Pettis H-D

250cc NOVICE B
1. Wayne Whisenant —
2. #804 —
3. Rick Talbot H-D

250cc AMATEUR
1. Ron Killingsworth Bul
2. Richard Magness Hon
3. Harry Weidman BSA

500 NOVICE
1. Charles Fair Bul
2. Jim Gilchrist BSA
3. R.E. Lynch Mai

500cc OPEN AM/EXP.
1. Tony Donius H-D
2. Kirk McDowell Bul
3. Tim Wells Tri

FAR WEST M.C. MOTO-CROSS
Eureka, Cal., Sun., April 28, 1968

By Tom Dilling

CLASS 0-100 (B)
1. Dave Luzzi Hod
2. Bill Hunter Hod
3. Vernon Long Hon
4. Don Kennedy Hod
5. Randy Minns Hod
6. Joe Tomich Hod

CLASS 101-200 (B)
1. Rob Roy Nielsen Bul
2. Dave Jackson Bul
3. William Nichols Hon
4. Lucky Franklin Kaw

CLASS 250 (B)
1. Brian Lee Yam
2. Glenn Corner Hon
3. Don Wright Yam
4. Jim Cossairt Hon
5. John Morrison Yam
6. Al Algard Hon

CLASS 251 OPEN (B)
1. Edgar Frisbee Tri
2. Ross Kuhnle BSA
3. Tim Warlick BSA
4. Nolan Hunter Mat
5. Vern Morrison Gre
6. Glenn Reed Hus
7. John Strater Hus
8. Norm Oyler Mat

CLASS 250 (A)
1. Gordon Kuhnle Bul
2. Slim Jokela BSA
3. Elwood Anderson Mon
4. Rock Warlick Gre
5. Byrel Zollo Gre

CLASS 251 OPEN (A)
1. Gary Howard Tri
2. Lou Brero Hus

JUNIORS
1. Jay Mintz Hon
2. Jerry Marquardt Yam
3. Randy Turnbull Hon
4. Brack Zollo Hon
5. Tiger Jokela Hon

JUVENILE
1. Scott Turnbull Hon
2. Lou Brero Ymg

SIDEWINDERS TT
Portland, Ore. Sun., April 21, 1968

By J. K. Lacey

TROPHY DASHES

NOVICE
Bill Cook Kaw

AMATEUR
Keith Nerseth BSA

EXPERT
Gary Davis Tri

A MAINS

NOVICES
1. Gary Tryon Bul
2. Jesse Rodriguez Bul
3. Bill Cook Kaw

AMATEUR
1. Ike Reed Tri
2. Dave Sheffel Tri
3. Thomas Wood Tri
4. Kent Hansen BSA
5. Keith Nerseth BSA

EXPERT
1. Mark Williams Tri
2. Emil Ahola Nor
3. Gary Davis Tri
4. Bob Fuller Tri
5. T.L. Hoglan Nor
6. Mark Fortier Tri

ELDORADO RACEWAY SHORT TRACK
Sacramento, Calif. Fri., May 3, 1968

200cc NOVICE
1. Pat McKee Bul
2. Greg Moore Bul
3. Bob Penderguest Yam
4. Steve Norberg Yam

200cc AMATEUR
1. Tom Booth Bul
2. Mike Ellis Yam
3. George Machado Bul
4. Jim Rodaer Bul

250cc NOVICE
1. Cal Simpson Jr. Bul
2. Gale Gibb Bul
3. Wheeler Gresham Suz
4. Al Krill BSA

250cc AMATEUR
1. Steve Feroni Bul
2. Keith Carlson Hus
3. James Kimura H-D
4. Mike Cocoran Bul

250cc EXPERT
1. Phil Hinkle Suz
2. Terry Sage Bul
3. Tim Fitzgerald H-D
4. Cal Simpson Yam
5. Gary Willis H-D

175-MILE NATIONAL ENDURANCE RUN
Shelby, Indiana Sun., May 5, 1968

TROPHY WINNERS

Grand Champion		
William C. Baird	Tri	950 Pts.
A Class Champion		
Ray Kussmaul	Bul	942
B Class Champion		
James Buono	Gre	899
Light Weight Champion		
Leroy Winters	Pen	939
Medium Weight Champion		
Jack McLane Jr.	Hon	938
Light Heavy Weight Champion		
John Penton	Hus	939
Senior Champion		
Eugene Galbraith	H-D	795

SENIOR CLASS

1. Wendell Hicks	Tri	753-356 s.
2. Ed Drouillard	Yam	753-928 s.
3. Cecil Marcom	Mai	741

POWDER PUFF

1. Karol Noss	Tri	160.0 Mi.
2. Lucy Stratton	Tri	117.6 Mi.

BUDDY CLASS

1. Robert Grewe	Tri	750
Fred Missele		
2. Berkley Calkins	Hon	612
Charles Haas		
3. Dennis Burd	Tri	144.4 Mi.

B FLY WEIGHT

1. Daniel Bell	Bul	769
2. Ronald Irish	Yam	695
3. Barry West	Hod	160.0/749
4. James Bauer	Sac	160.0/681
5. Wendell Dickerman	Sac	160.0/635

A LIGHT WEIGHT

1. Lynn Tucker	Tri	904
2. Renny Strackney	Tri	901
3. Richard Hicks	Hon	898
4. Burl Canter	Tri	888
5. John Sims	Sac	852

A MEDIUM WEIGHT

1. Carl Patterson	Yam	929
2. Jim White	H-D	907
3. Larry Williamson	Yam	895
4. Bob Puckett	Bul	894
5. Allan Fischer	H-D	892/308
6. John Buffaloe	Yam	892/332

A LIGHT HEAVY WEIGHT

1. Paul Goulet	Tri	930
2. Dallas Nichols	Tri	920/150
3. Charles Stapleford Jr.	Tri	920/275
4. Norman Millerschone	Tri	877
5. Ed Schmidt	Tri	875

B LIGHT WEIGHT

1. William C. Kite	Hon	835
2. Rolla D. Adams	Hon	750
3. James Sturm	Hon	622
4. Lyle Ranshaw	Pen	144.4/788
5. Peter Fagan	Bul	144.4/640

B MEDIUM WEIGHT

1. Buck Walsworth	Bul	891
2. Larry Cooper	Hus	881
3. Donald Fries	Hon	834
4. Ralph Slade	Bul	826
5. Clarence Bonifacius	Yam	814
6. George Stepanovic	Bul	808
7. John Kozlik	Bul	783
8. Tom Hare	Mon	769
9. Jim Lemke	Bul	753
10. Allan B. Cox	Bul	742
11. Raymond Peters	Gre	737
12. Ronald Heaston	Yam	727
13. Joe Bramlett	Bul	720
14. John Greenrose	Bul	694
15. James M. Jones	Bul	687

B LIGHT HEAVY

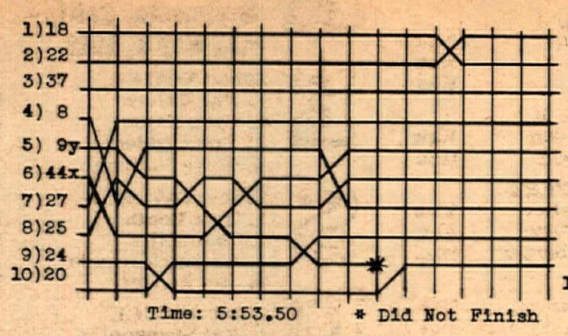
1. Gene Ritchie	BSA	888
2. Robt. E. Woodward Jr.	Tri	810
3. Lewis Beattie	BSA	782
4. James K. Martin	Mat	751
5. James Misunas	Tri	736
6. William Babcock	Hus	701
7. John Lund	Hus	696

B. HEAVY WEIGHT

1. David Fiedler	Tri	821
2. David Butcher	Tri	662

ASCOT 15-LAP EXPERT MAIN EVENT

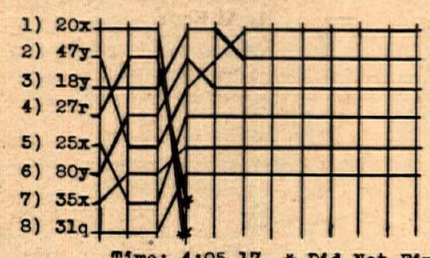
LAP CHARTS by Carol Sims



1) 22 Dan Haaby (H-D)
2) 18 Mert Lawwill (H-D)
3) 37 Mel Lacher (H-D)
4) 27 Chuck Jones (BSA)
5) 44x DeWayne Keeter (BSA)
6) 25 Cal Rayborn (H-D)
7) 8 Shorty Seabourne (BSA)
8) 20 Gene Romero (H-D)
9) 24 Jack O'Brien (BSA)
10) 9y Paul Conserriere (BSA) *

Time: 5:53.50 * Did Not Finish

ASCOT 10-LAP AMATEUR MAIN



1) 47y Mark Brelsford (BSA)
2) 18y Rick Elisarraras (BSA)
3) 80y Jim Rice (BSA)
4) 25x Mike Morton (Tri)
5) 35x Alex Chinowski (BSA)
6) 31q Jack Wilkinson (Hon)
7) 27r Geezer Emick (BSA) *
8) 20x Tom Rockwood (Tri) *

Time: 4:05.17 * Did Not Finish

POWDER PUFF ASS'N. TT SCRAMBLES
Perris, Cal.
Sun., May 12, 1968

By Maureen Lee

50cc MOTO
1. Steve Nichols Hon
2. Hank Scott Hon
3. Kurt Lewis Hon
4. Jay Lewis Hon
5. Gary Calowell Hon

100cc NOVICE MAIN
1. Karl Wilson Hod
2. Ted Martin Hon
3. John Narby Hod
4. Troy McKee Hod
5. Randy Roettele —

100cc AMATEUR MAIN
1. Richard Sweaney Kaw
2. Jim Gilchrist Yam
3. Chuck Claydon Kaw
4. Larry Nolen Bul
5. Linus Beall Bri

100cc EXPERT MOTO
1. Fred Edwards Yam
2. David Aldana Suz
3. Gary Scott Hon
4. Steve Nichols Hon
5. Jim Connolly Hod

125-175cc MOTO
1. Lloyd Quintard Bul
2. Jim Doron Bul
3. Dave Massingham Bul
4. Linus Beall Bri
5. Tom Jardeman Hon

200cc AMATEUR MOTO
1. Alexander Armstrong Bul
2. Devon Sowell Bul
3. Gary Griffing Bul
4. Danny Jones Bul
5. Bill Griffin Bul

250cc NOVICE MAIN
1. Randy Ellis Bul
2. Steve Rispin Bul
3. Dan Puetz Bul
4. Ron Rodriguez Bul
5. Chris Smith Yam

250cc AMATEUR MAIN
1. Eddie Shinault Hus
2. Bob Fravenberger Kaw
3. Jimmy Stein Hus
4. Willie Hockie Jr. Oss
5. Jack Holt Gre

250cc EXPERT MAIN
1. Fred Edwards Yam
2. Eric Oleson Bul
3. Jim Connolly Gre
4. Ted Longwith Gre
5. Brad Stankey Yam

21" NOVICE MOTO
1. Jay Wahl Hon
2. Rodger Flaming Hon
3. John Sandborn Duc
4. Gary Kahler Bul
5. John White Hon

21"–500 OPEN/AM. MOTO
1. Dave Lenar BSA
2. Gary Geyer Mai
3. Ron McDaniels Mai
4. David Brooks BSA
5. Don Dudek Tri

21"–500 EXPERT MOTO
1. Jim Hunter BSA
2. John Rice Hon
3. Tony Denius H-D
4. Dwight Harlow BSA
5. Ray Nichols Tri

500cc NOVICE MAIN
1. Alexander Armstrong Bul
2. Gilbert Granille BSA
3. John Potter BSA
4. Jim Harnisch BSA
5. Dick Stever Tri

OPEN NOVICE MOTO
1. Jim McClurg BSA
2. Rogers Powers Tri
3. Joe Garban Tri
4. John Cavanaugh Tri
5. Don Bigler Tri

OPEN EXPERT MOTO
1. Ben Fakkeldy Tri
2. Chuck McIntosh Tri
3. Mike Posey BSA
4. Terry Dorsch Tri

HILL & GULLY SCRAMBLES
Mountain Pass, Cal.
Sun., May 5, 1968

By Gene Drew

100cc NOVICE
*1. Gary Wells Bri
*2. Steve Steever Bri
*3. Dennis Rice Yam
*4. Tom McGalliard Hod
5. Gerald Carroll —
6. John Brich —
7. James Jack —
8. Bob Walkenshaw —
9. Dale Ferguson —
10. Dwayne Bennett —
11. Kenny Axe —

100cc AMATEUR/EXPERT
*1. Dan Stadlander Bul
2. Jan Bandroga Yam
3. Casey Folks Sac

200 & 250 NOVICE
*1. Bill Dickie Bul
*2. Monte Montoya Bul
*3. Tom Johnston Mon
4. Larry Shoppee —
5. John Randolph —
6. Derle Walker —
7. Bob Davenport —
8. Billy Williams —
9. Stephen Shaw —

250 AMATEUR/EXPERT
*1. Jay Willey Mon
2. Steve Rinker Gre
3. Shane Ross Gre

360 AMATEUR/EXPERT
*1. Dan Harnett Bul
2. Rick Miller Mon
3. James Lovelady Hon
4. Red Van Buskirk CZ

500 NOVICE/AMATEUR
*1. Tom Webster Tri
2. Derle Walker Tri
3. Bob Mikulski Tri
4. Francis Hattala Mat

OPEN CLASS
*1. Chuck Hatcher Tri
2. Gary Smith Tri
3. Mark DuBois Tri
4. Ron Echoff Bul

* Denotes Trophy Winner

RESULTS

ELSINORE TT
Sat., May 11, 1968

By Don Wallen

100 NOVICE
1. J. Mason
2. T. Berry
3. T. McKee

200 NOVICE
1. B. Hardison
2. D. Massingham
3. A. Hindelang

250 NOVICE
1. R. Ellis
2. K. Correll
3. T. Simpson

350 NOVICE
1. T. LaFortune
2. J. Lyon
3. C. Smith

500 NOVICE
1. E. Walker
2. D. Finley
3. T. Twaits

OPEN NOVICE
1. E. Walker
2. D. Finley
3. B. Merrifield

100 EXPERT
1. E. Egge
2. J. Arledge
3. T. Berry

250 EXPERT
1. R. Ellis
2. S. Rogers
3. J. McGuire

500 OPEN EXPERT
1. J. Sprague
2. D. Finley
3. J. Hart

TROJAN RACEWAY SHORT TRACK
So. Gate, Cal.
Wed., May 1, 1968

By Mike Capalite

100cc JUNIOR
1. Gary McKenzie
2. Ron Throgmorton
3. Jim Bald
4. Dale Ketcham

100cc SENIOR
1. Paul Wilde

250cc JUNIOR
1. Randy Ellis
2. Earl Meyer
3. Tom Vardeman
4. Ken Evans

250cc SENIOR
1. Lee Stumpenhaus
2. Carroll Skov
3. Rick Woods

MARYSVILLE SCRAMBLES
Marysville, Calif.
Sun., May 5, 1968

By Dale McKinnon

100 CLASS
1. Larry Smith —
2. John Gtant Bri
3. Jim Vendley —
4. Sparky Pinola Hon

100 AMATEUR
1. Ron Long Bri
2. Debbie Jackline Kaw
3. Paul Minor Hon
4. Joe Allen —

200 CLASS
1. Victor Krill Yam
2. Ralph Boll Bul
3. Don Gentile —
4. Pat Gourley —

250 CLASS
1. Doug Sisemore —
2. Danish Erickson —
3. Danne Sardin —
4. Kurt M. Kenny —

250 AM./EXPERT
1. Carl Leir Hus
2. Carl Cranke Bul
3. Mike Ellis Yam
4. Guy Bates Yam

360 CLASS
1. Joe Brazil Hon
2. Frank R. Durate Hon
3. Don Martin —
4. William Slingerland —

500-650 CLASS
1. William Battagun Tri
2. Schyder Gkchaff —
3. Bill Evens BSA
4. Jim Hershman

500-650 AM./EXP.
1. Ray Holt —
2. Dennis Dickerson Tri
3. Woodie Commander BSA
4. Art Rinett —

PERRIS NIGHT SCRAMBLES
Perris, Calif.
Sat., May 11, 1968

100 NOVICE "A" MOTO
1. R. Sweaney Kaw
2. C. Claydon Kaw
3. T. Martin Hon

100 NOVICE "B" MOTO
1. C. Wilson Hod
2. R. Sanders Bul
3. D. Mason Kaw

200cc CLASS
1. S. Armstrong Bul
2. B. Spicer Bul
3. B. Fuauorburger Suz

250 NOVICE "A" MOTO
1. W. Whisenant Tri
2. S. Armstrong Bul
3. L. Munis Bul

250 NOVICE–"B" MOTO
1. T. Hochgesan Bul
2. D. Mason Kaw
3. R. Shall Bul

250 AM-EXPERT
1. R. Moore Bul
2. V. Graves Bul
3. T. Denius Yam

500 NOVICE "A" MOTO
1. T. Arnell BSA
2. D. Border Tri
3. R.E. Lynch Mai

500 NOVICE "B" MOTO
1. R. Killingsworth Bul
2. M. Harrison Duc
3. C. Fair Bul

OPEN NOVICE "A"
1. D. Brant BSA
2. L. Benfield Tri
3. D. England Tri

OPEN AMATEUR
1. K. McDow Bul
2. B. Noble BSA
3. B. Tondra Tri

OPEN EXPERT
1. J. Hunter BSA
2. M. Posey BSA
3. T. Denius H-D

AFM ORANGE CO. ROAD RACE
Orange Co. Int'l. Raceway
Sun., May 12, 1968

LIGHTWEIGHT PRODUCTION
1. Steve Froschaver Yam
2. Donald VanVeen Hon
3. Stan Smith Bri

HEAVYWEIGHT PRODUCTION
1. Dave Allee Hon
2. Mike Velasco Kaw
3. Roland Pagan Tri
4. Ken Edmonson Suz
5. Walt Garnett Suz
6. James Chen Hon
7. Bob Gunthner Yam
8. Mike Fraer Bul
9. Chuck Small Duc

250 GRAND PRIX
1. Jody Nicholas Yam
2. Ron Grant Suz
3. Don Vesco Yam
4. Mike Lane Yam
5. Dave Scott Yam

125-175 GRAND PRIX
1. Dave Allee Hon
2. Pete Giordanengo Hon
3. Rich Stuelke Hon
4. Mike Valesco Bri
5. Eldon Parker Bul
6. Mike Sutherland Duc
7. John Grubb Hon
8. Steve Knight Bul

50-100 GRAND PRIX
1. Dave Scott Yam
2. Jeff Pasternak Ang
3. Mike Lane Hod
4. Val Howard Yam
5. Reg Pridmore Kaw

50cc CLASS
1. Tony Nicosia Suz

350-500-OPEN CLASS
1. Jody Nicholas BSA
2. Don Vesco Bri
3. Ron Grant Suz

ASCOT HALF-MILE
Gardena, Calif.
Fri., May 10, 1968

15-LAP EXPERT MAIN EVENT
1. Dan Haaby H-D
2. Mert Lawwill H-D
3. Mel Lacher H-D
4. Chuck Jones BSA
5. DeWayne Keeter BSA
6. Cal Rayborn H-D
7. Shorty Seabourne BSA
8. Gene Romero H-D
9. Jack O'Brien BSA
10. Paul Conserriere BSA*

Time: 5:53.50 *Did Not Finish

10-LAP AM. MAIN EVENT
1. Mark Brelsford BSA
2. Rick Elisararas BSA
3. Jim Rice BSA
4. Mike Morton Tri
5. Alex Chinwski BSA
6. Jack Wilkinson Hon
7. Geezer Emick BSA*
8. Tom Rockwood Tri*

Time: 4:05.17 *Did Not Finish

8-LAP NOV. MAIN EVENT
1. Keith Mashburn Yam
2. Dennis Kanagae Kaw
3. Don Dudek Yam
4. Randy Smith Suz
5. Dave Stroman H-D
6. Fred Edwards Yam
7. Don Castro Mon
8. Rory Randall Kaw
9. Tom Sherman H-D
10. John Silberbauer BSA

Time: 3:21.13

EXPERT TROPHY DASH
1. Mert Lawwill H-D
2. Mel Lacher H-D
3. Dan Haaby H-D
4. Chuck Jones BSA

Time: 1:11.67

IRWINDALE DRAG RESULTS
Irwindale, Cal.
Sat., May 11, 1968

TOP BIKE: Joe Smith H-D 9.83–150.00
RUNNERUP: Bob Braverman Yam 10.84–128.00

PONDEROSA HARE SCRAMBLES
Sun., May 5, 1968

OPEN CLASS
* 1. L. Gattis
* 2. T. Brooks
* 3. T. Muto
* 4. M. Popovics
* 5. D. Lessin
* 6. J. Isaacson
* 7. B. Grunseth
* 8. D. Bernard
* 9. J. Shepard
*10. J. Cavin
*11. H. Hallgath
*12. J. Warren
*13. L. Burns
*14. K. White
*15. B. McCarthy
*16. J. Vaughn
*17. J. Trantham
*18. W. Irving
*19. W. Krug
*20. T. Johns
*21. M. Montgomery
*22. R. Harrison
*23. R. Vaughn
*24. S. Lilley
*25. D. German
*26. G. Eggleston
*27. J. Ganske
*28. L. Haase

(56 Entries–28 Trophies)

TRAILBIKE CLASS
* 1. T. Garrett
* 2. C. Brooks
* 3. R. Bechard
* 4. T. Brooks Jr.
* 5. G. Scott
* 6. W. Parish
* 7. J. Tripp
* 8. D. Garber
* 9. T. Wells
*10. R. Pearson
*11. B. Seaman
*12. E. Barnes
*13. T. Ferris
*14. C. Sommers
*15. J. Dupuis
*16. G. Forth
*17. E. West
*18. W. Garrett
*19. M. Pruitt
*20. R. Hodges

(40 Entries–20 Trophies)
* Denotes Trophy Winners

POLKA DOTS' 49th ENDURO
Forest Hill, Cal.
Sun., April 21, 1968

PERPETUAL WINNER & 1st OVERALL:
1. Troy Durham

CLASS "A" 125cc
1. Bill Messer
2. Rodger Smart
3. Paul Murphy

CLASS "A" 126-250cc
Al Cuest
Gary Holmes
Robert Young

CLASS "A" OPEN
1. Martin DeVries
2. Don Stover
3. Ray Ingalls

CLASS "B" 125cc
1. Roy Tillis
2. David Zedlitz
3. Billy Martin

CLASS "B" 126cc-250
1. David Watson
2. Don McNabb
3. Kenneth Hatch

CLASS "B" OPEN
1. Bob Hanson
2. Rick Huartson
3. David Sibley

TEAM TROPHY
Dave Meyer
Ray Ingalls
Jack Lee

SIDEHACK
Gene Rodgers: Pilot
Doug McMahon: Pass.

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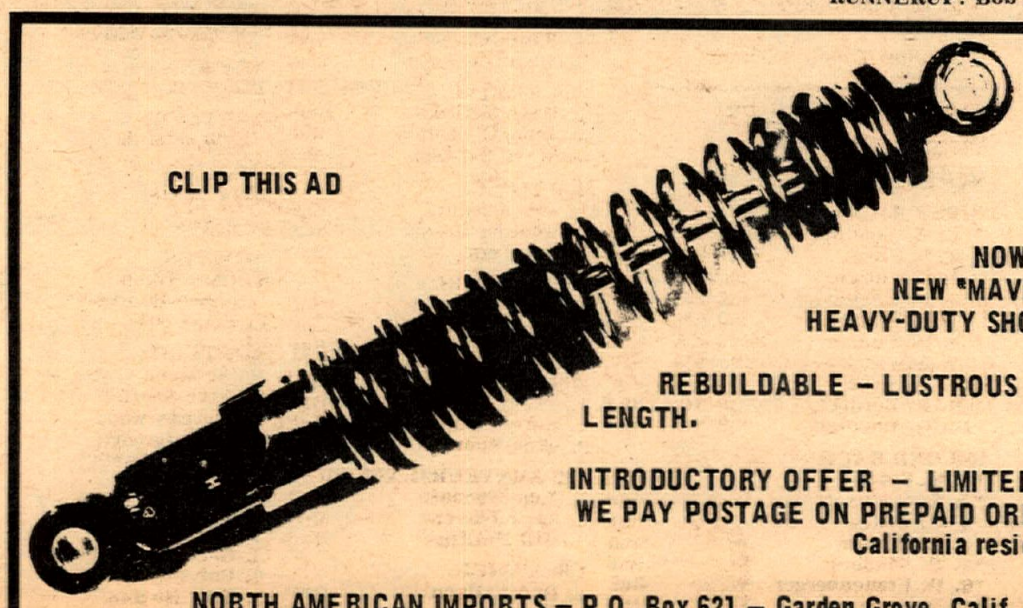

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163 S. Fairfax Ave. Los Angeles, Calif. 90036

SCAGNETTI TO DIRECT NORRA STARDUST SHOW

Jack Scagnetti of Woodland Hills, California, has been named special events director of the National Off Road Racing Association, according to Ed Pearlman, president of the organization.

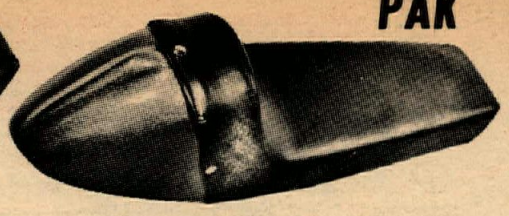
Scagnetti was editor of "Popular Hot Rodding" for two years before joining the staff of NORRA. He has been active in the publishing, advertising, marketing and promotion fields for twenty years.

His most immediate responsibility in his new position will be organizing the NORRA Stardust Off Road Vehicle and Equipment Show at the Stardust Auditorium Convention Center in Las Vegas, Nevada, June 11 through 14. The exhibit is being staged in conjunction with the NORRA Stardust 7-11 Off Road Championship Race.

Scagnetti will supervise the sale and assignment of display spaces at the show. He will also direct the sale of advertising in the official program for both the show and the race.

Persons interested in taking part in the NORRA Stardust Off Road Vehicle and Equipment Show can contact Scagnetti at NORRA, inc., 19730 Ventura Boulevard, Suite 6, Woodland Hills, California 91364. The telephone number is (213) 883-4140.

CHAMPIONSHIP RACING SEATS FROM PARA PAK



Strong, streamlined racing seats with bodies of tough fiberglass and improved cover fastenings have been added to the Para Pak line of motorcycle equipment. Heavy-duty, extra-thick foam padding provides maximum comfort, cushioning against road shock and vibration, and preventing bottoming out on rough courses. The covers, of heavy-duty Naugahyde, fasten beneath the seat for improved tension and better fit.

Four different seats are available – both high profile and low profile, in short (24" overall) and long (28" overall) lengths. Color is permanent, and will not flake or chip, being impregnated all through the fiberglass body. Standard plain colors are black or white; metal flake colors available are gold, silver, gunmetal, red or blue. Prices range from $31.95 to $34.95, depending on size, style and color. Most good motorcycle supply houses carry them, or you can get full details from Para Pak, 12822 Yukon Ave., Hawthorne, Ca. 90250.

A HUSKY LOOK COMING

Smiling Husqvarna team riders (from left) J.N. Roberts, Lars Larson, Billy Silverthorn, Gunnar Lindstrom and John Kenyon all look forward to participating in the moto-cross presented by the Calif. Moto-Cross Club at Carlsbad on May 19.

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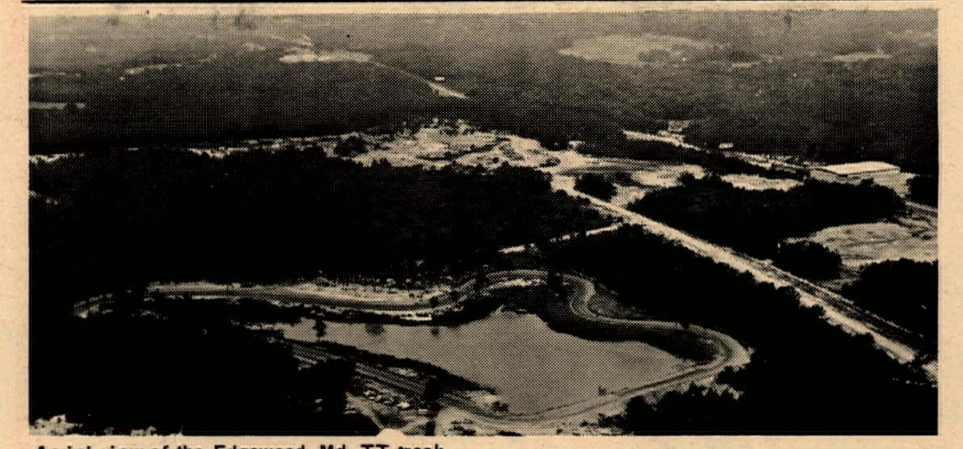

Aerial view of the Edgewood, Md. TT track.

RIDERS INVITED EAST

Due to the popularity of the big TT track at Edgewood, Maryland, the Eastern M.C. will run two 4-Star professional races this year (June 2 and Oct. 20).

Along with their regularly scheduled scrambles, 1968 promieses to be another busy year for the active Baltimore group.

Any West Coast professionals or scrambles riders heading east this spring are assured of a warm welcome, and are encouraged to write Eastern M.C., 13 Highland Road, Glen Burne, Maryland 21061 for more information.

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NICHOLAS PEELS ORANGE COUNTY ROAD RACE RIVALS

Photos by Dennis Greene

Story by John A. Grout

As easy as peeling an orange, the orange and black has flown again. Wheel-chalking his Navy jet for the weekend, Jody Nicholas took over the controls of two other pretty swift machines...and doing a little low level flying, once more set about showing the fans just what this road racing game is all about. But if you weren't down at Orange County International Raceway on Mothers' Day, May 12, you missed the whole scheme.

After a leather-scuffing, 50-yard slide in his 250cc heat race, Jody said "nuts" and climbed aboard his two mounts (Yamaha and BSA) for the Main Events. It may have been a brutal chore, but despite a set of badly skinned knuckles, etc., Jody did some superlative riding to take first place honors in both events.

Now, this is not meant to take anything away from the other competitors. Ron Grant, the AFM's number one rider, was present. And so was trackwise veteran Don Vesco. Then there was an eager 17-year-old lad, Mike Lane, to contend with. And each of them rode as if he wanted to take home all the marbles. It just wasn't in the cards, though. Mr. Nicholas again had the whole raceway wired for sound.

But, let's take a rundown from the top. The 50-100cc Production and Grand Prix were run as a single event, and the results between the heat race and the main event had a synonymous ring. Dave Scott, atop his Yamaha 100, was first... all the way! Jeff Pasternack, on a 100cc Angel (whatever that is) was second. And, in for third was Mike Lane, riding a 90 Hodaka. Reg Pridmore grabbed fourth spot on a buzzing little Kawasaki 100, but in the Main Event, Reg got nosed out by Val Howard on a Yamaha 100.

Moving next to the 125-175 Grand Prix class, Dave Allee won both heat race and main event, really getting up a full head of steam on his Honda 175. Second in both races, and employing a mighty hard push, was Pete Giordanengo on a potent 125cc Honda. But the switcher in this event came when Mike Valesco, third in his heat on a 175 Bridgestone got unseated in the Main Event by Rich Stuelke (175 Honda).

Stepping up to the heavyweight production class, it was Dave Allee on a 350 Honda in for the heat race win. AFM #6, Dick Kilgroe, finished a strong second. And, on a 650 Triumph, Roland Pagan seemed to have the proper combination working for third place. Then, in the Main Event, Kilgroe's transmission blew. So, the final read: Allee, Velasco, Pagan, and Ken Edmonson in for a fourth.

Next up was the 250 Grand Prix heat. This was the race that found Jody Nicholas having such a strong scuffle with Suzuki-mounted Ron Grant that he completely forgot to shut down around the tight corner at the official tower. It was here, after the long, aforementioned slide, that Jody recovered his bike, fired it up, and started after the field again. But this time, he ran out of laps. The race went to Ron Grant, Art Baumann, Don Vesco, and Dave Scott, in that order.

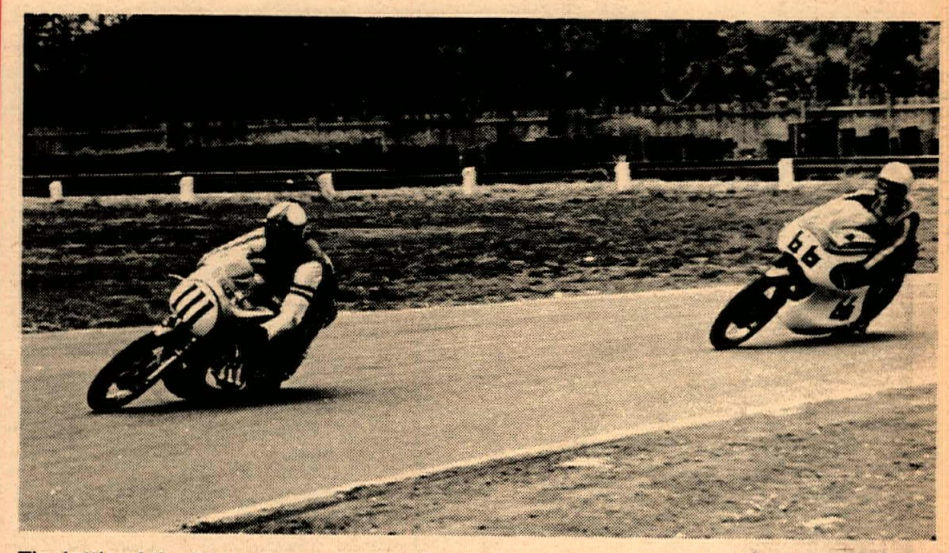
Then the Main Event, 250 Grand Prix style. And it was an entirely different story. Jody was back in the saddle of that fast, fast Yamaha. He left the starting grid in front, was headed a couple of times by Ron Grant, pushed back to the front, and won the whole affair by about a wheel-length. Second was Grant, third, after a real ding-donger with Mike Lane on the Yamaha, was Don Vesco. And if this Mike Lane gets any better, he'll be a real world beater!

Finally came the 350-Open races. And here it was Jody Nicholas...all the way on a BSA. The Main Event was a carbon copy of the heat race: Jody, the winner. Don Vesco on a 350 Bridgestone did a remarkable job of staying in front of Ron Grant's 500 Suzuki, the same machine that Ron rode to a high finishing position at Daytona. It's enough to make you wonder what Bridgestone has been waiting for all these years. Finishing fourth was one of the last of those big go-fast dudes...a Norton Manx with Reg Pridmore riding it.

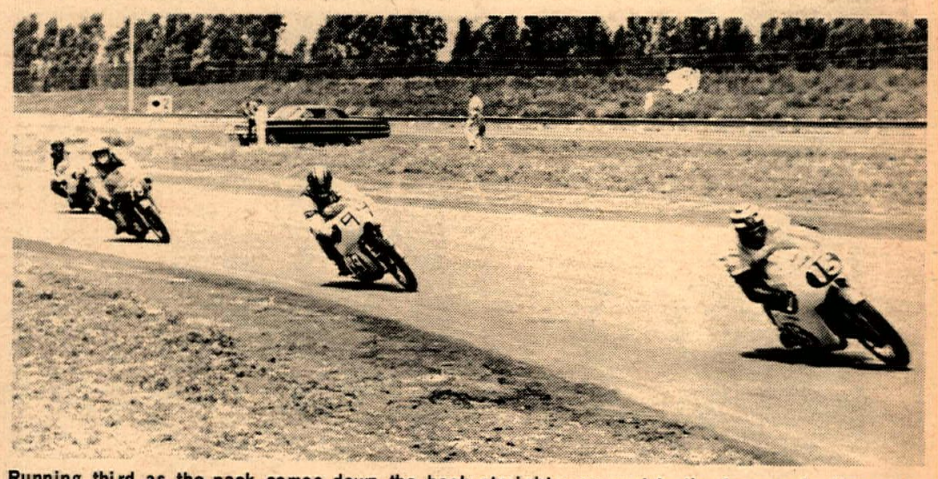
So, there you are, race fans. And I've got two reflections: Jody Nicholas is super tough to beat...Mike Lane is a young rider who's definitely on the way to the top.

This Sunday, May 19 out at Riverside Raceway, the ACA will be holding a road race. Next road race at the Orange County International circuit is slated for June 2. (I wish they'd hold a National AMA race here).) And, as a last item, the San Francisco Chapter of the AFM has scheduled their National Production Championship race at Vacaville on the fourth of July.

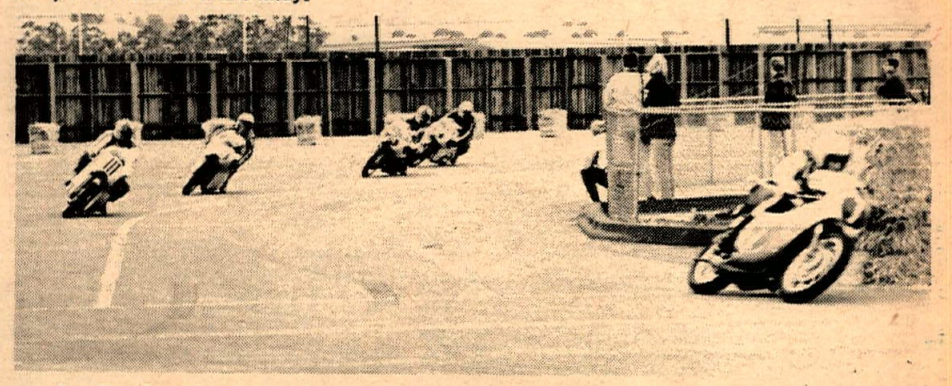
(Results on page 16)



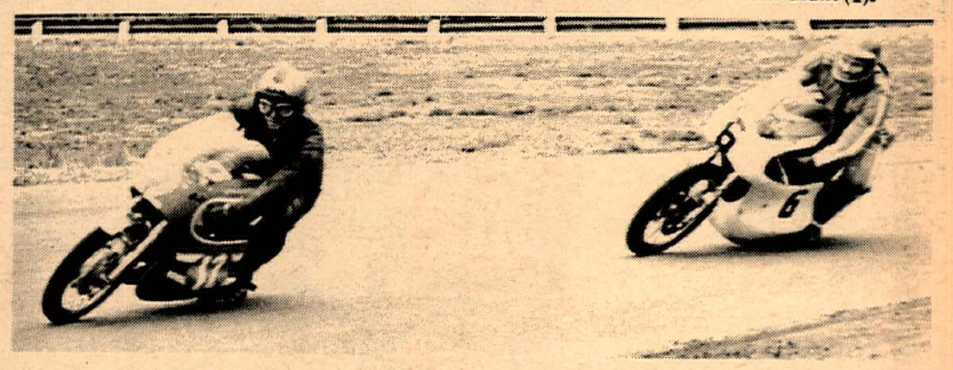
The battle of the Bridgestone versus the Yamaha. #111 Don Vesco leads #66 Jody Nicholas at this point in their torrid battle.



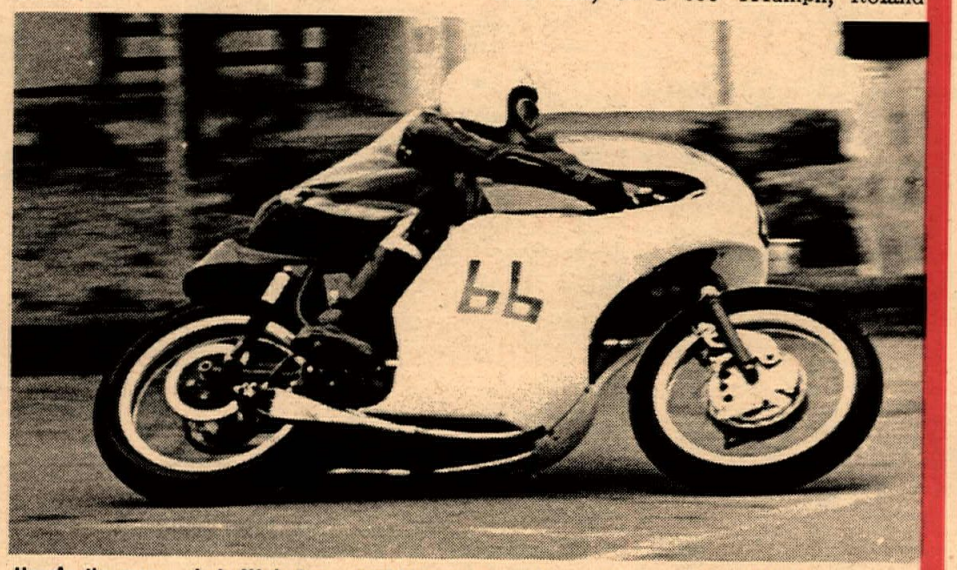
Running third as the pack comes down the back straightaway next to the freeway is AFM L.A. Chapter President Tom Finlay.



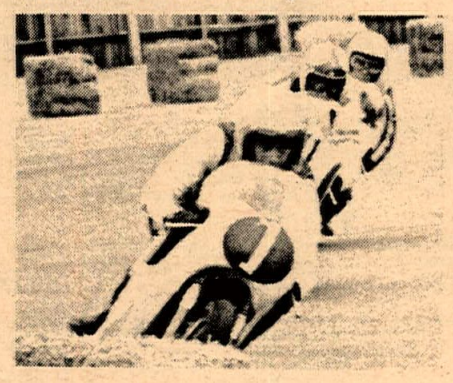
Leading Don Vesco (111) by a goodly distance around the tower turn is Ron Grant (1).



Reg Pridmore (12) is here shown ahead of #6 Dick Kilgroe.



Here's the man — Jody Nicholas — on his way to another road race victory, this time at Orange County International Raceway.



Ron Grant (1) rode both the 250 event and the 350-Open races, got a second and a third for his efforts.

Honda-mounted Dave Allee won both 125-175 GP and heavyweight Production classes. Here's his 350cc.

NEW ACA PRODUCTION RACE RULES

General rule changes made in the Production classes of ACA events will be in effect at their next road race event at Riverside on May 19, and should be of interest to many competitors:

PRODUCTION RULE CHANGES

1. All production machines must have exact stock carburetor which comes with that model, including carburetor horn or extensions and air cleaners.
2. All production machines must be equipped with a stock exhaust system and all exhaust systems must be standard with that model and have no alterations. All muffler systems must pass California State Motor Vehicle law for sound. No optional exhaust systems will be allowed.
3. There will be no fender, seat or tank alterations.
4. Lights must be in working order, both front and rear.
5. If a model change is put out by the factory, the rider may bring his machine up to those alterations, providing the home office is notified and proof of the up-dating is furnished and is approved by the ACA.
6. No farings of any type will be allowed.
7. All number plates will be 9½"x11" and will be flat.
8. No windscreens will be attached.
9. Rims and tires may be changed for safety purposes.
10. Any machine which is produced by a manufacturer as a 50cc machine will be legal as long as it does not exceed 53cc's.
11. All production machines will be running under a claiming rule. This will eliminate any excess expenditure of money on production machines. Any rider competing in the event may claim another rider's machine at the suggested manufacturer's retail price, plus tax and license. If a machine is truly stock and a production machine, no rider would be unwilling to sell a used machine for the suggested manufacturer's retail price, plus tax and license.

GENERAL RULE CHANGE

If a man is found to be illegal and a protest is valid, he will lose all accumulated points for that season. If he is found illegal twice, there will be an automatic suspension for a period of time to be determined by the Executive Committee of the ACA.

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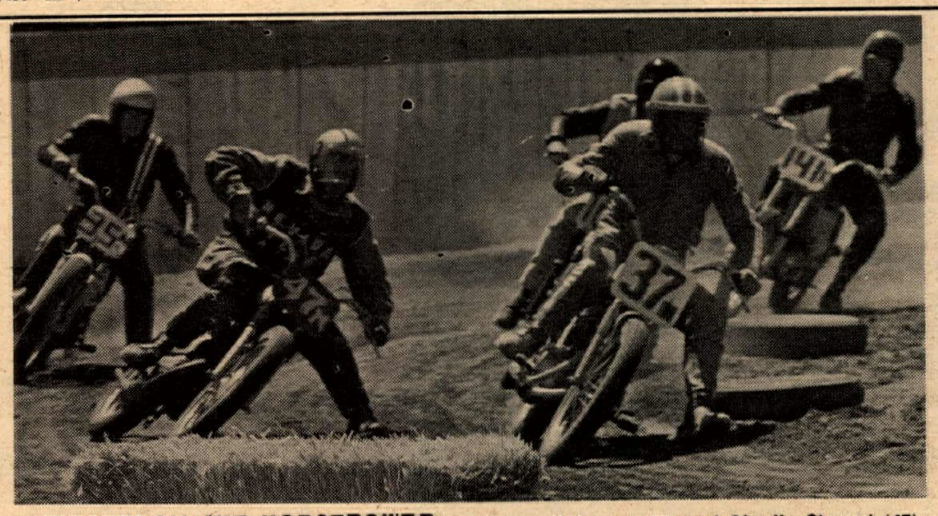


Homer Hybarger (37) and Charlie Stewart (47) fight for first in 200cc Main Event.

Shown leading the pack, Sam Woods (197) took the Amateur/Expert event on his BSA Victor.

HORSEPLAY AND HORSEPOWER AT NEVADA SCRAMBLES

Story and Photos by Andrew Sewell

The smell of horses and hay was distinct as the first of 59 riders pulled into the Horseman's arena in Fallon, Nevada. But as more motorcycles arrived, the air was filled with the smell of cycle exhaust and the sound of speeding bikes, as horses watched from inside their corrals.

There was some objection raised when the Oasis Scramblers M.C. of Fallon planned the scrambles. Some of the local horsemen didn't want their horse track used for a cycle race. After this was solved, another problem was added when some prankster turned on the water in the arena on the Saturday before the race.

The open valve was discovered at 11 p.m. on Saturday night, and several club members spent most of the night draining off the water for the next day's race on Sunday, April 28.

On Sunday morning the track was usable, and by race time at 1 p.m. it was in good shape. Although about half of the area inside the track was muddy water, only two riders ended up in the mud during the day.

In the 100cc class, all eyes were on Alex Jorgenson of Stockton, Calif. on a Kawasaki and Barkeley Trehal of Reno, Nevada on a Bultaco. They separated themselves from the rest of the pack and fought it out for first place for the entire heat. Jorgenson, 13 years old, looks like he has trouble reaching the handlebars, but as young and small as he is, he really knows how to handle a bike. The crowd stood and cheered as he took first place in a tight finish.

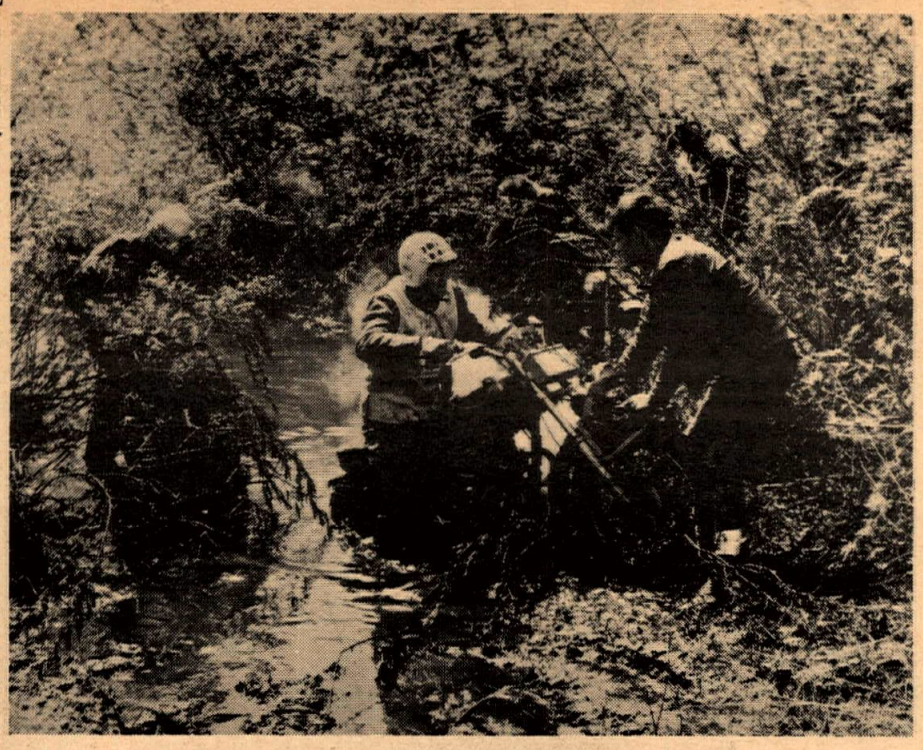
Motorcycle racing left its impression on the people of Fallon. One of the local spectators who had frequented the arena said "This sure beats any horse race I've seen".

It looks promising for more races in the future. It also helped that the Fallon club took extra care to leave the area clean.

Although the club ran into problems and obstacles to make this race come off, it demonstrated to some skeptical hometown folks that motorcycle races are fun, exciting ... and organized.

(Results on page 16)

WOODY WOODS, SANDY SAND, MUDDIER MUD



Helpful bystander pulls rider out of mechanized mudbath.

Short breather at the noon check.

175-MILE NATIONAL ENDURO — ANOTHER SUNDAY RIDE FOR BILL BAIRD

Story by Jack Hall
Photos by Ben Hall

With temperatures dropping into the 30's, some 400 eager enduro riders assembled their equipment to get going on the 5th annual 175-Mile National Championship Enduro. This year's starting point was the Izaac Walton League Cabin near Shelby, Indiana.

The event, which in the past has been plagued with rain, was unusally dry on May 5. As one of the riders commented, "It wasn't much of a weight lifting contest this year." However, with the terrain of northern Indiana, one knows an enduro rider doesn't do much sightseeing. The sponsors of the event, the Midwest Enduro Riders Association, find a wonderful variety of goodies for the enduro-loving rider to endure. The sand seems sandier, the water seems wetter, the mud seems muddier and the woods seem woodier. However the association did, as always, choose some hard roads as well for the riders to maintain this year's 24 miles per hour average.

Participants came from 17 states as well as Ontario, Canada. Illinois was best represented with 148 riders. All the top names in the enduro world were on hand as well as the usual group of hardy newcomers.

Enduro King Bill Baird did it again, becoming the only High Point Champion since the 175-Mile was started in 1964 in Northern Indiana. Baird gave up only 50 points, winding up with a score of 950. The high point A Class Champion, Ray Kussmaul of Lansing, Mich., also did a fine job and turned in a score of 942. James Buono of Laingsburg, Mich. was named B Class Champion with his score of 899.

93 riders finished this event and one must note that in spite of sore muscles, scratched faces and just plain tired blood, a good time was had by all.

(Results on page 16)

This pair got up and finished second in buddy class.

Bill Baird (Triumph) makes a habit of National wins.

MOUNTAIN PASS MEET

Story by Gene Drew

It's amazing what four determined motorcyclists can do. The Hill & Gully M.C. is down to four members, but is spirit is not down. Sunday, May 5 they held their first scrambles meet of '68 at Mountain Pass, Calif., and it was a howling success.

The wind howled, the spectators howled, and Casey Folks, in one of his few track appearances, howled. BUT, that's Casey!

Wells Wails

In the 100cc Novice class, Gary Wells followed up his last win with three in a row this time out. Second was little 10-year-old Steve Steever, and both were on new 100cc Bridgestones. Dan Stadlander, another ole' retread, wound up his track career with a Bultaco win in the 100cc Expert.

Monte Montoya, "the fat man who falls down a lot," stayed up to take a close second to Bill Dickie, the local mountain shoe, in a hotly-contested combined 200-250cc Novice class. Both rode Bul's.

Three-Man Show

Only three riders in the 250cc Amateur/Expert class signed up, but on the 5/8-mile track with lots of lefts and rights, plus a mountain side, they were well matched and it was "nup and tick" all the way. Despite digging a piece of iron out of the track with his big toe, Jay Willey (Montesa) managed to win over Greeves riders Steve Rinker and local referee Shane Ross.

A 360cc Bultaco ridden by Dan Harnett and a 360cc Montesa with a much-improved Rick Miller aboard scorched the terra-slippery with three fast heats. Miller did a funny in the second heat but only hurt his pride and throttle. Following in the 360 Expert class were Jim Lovelady (Honda) and Red Van Burkirk (CZ).

The 500cc Novice/Amateur wound up a three-way tie for first, so a 3-lap heat was run to decide the winner. Bob Mikulski stormed off the line and looked like a sure thing until the sweeper did him in as he executed a bombing high-sider. Shook up and dazed, he walked back to congratulate fellow Triumph rider Tom Webster, the winner.

Hatcher Helps

Always a crowd-pleaser, Chuck Hatcher (riding his Triumph "The Bounty Hunter") was matched with Novice and Amateur riders in the Open go. Handily winning the first heat, Hatcher decided to give the other riders a break in the second. As they lined up, someone held Chuck's steed while he took the starter's flag, waved them off, ran back, started his bike and took off. He caught them on lap two and by lap three was in front.

For the third heat Hatcher started a half-lap behind, but Gary Smith (Triumph), Mark DuBois (Triumph) and Ron Echoff (Bultaco) were determined not to be caught. Eventually they were, though Hatcher admitted he had a helluva time catching them.

Awards were presented and a tired but happy group went home, eagerly anticipating the next Hill & Gully event.

(Results on page 16)

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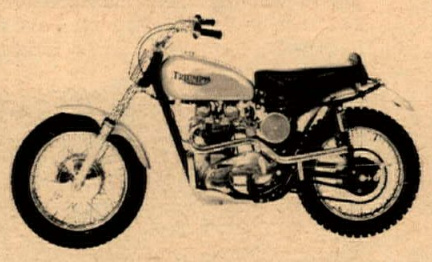

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M/C Salesman wanted with one of top 10 Honda dealerships, benefits, top comp. call Honda Del Ray (213) 391-1217.

GREEVES 250, 1968 MX5B Springer like new $795. Phone after 5:00 p.m. (213) 863-5416.

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1965 GREEVES Moto-Cross, excellent condition, new engine, desert equipment $425.00. (213) 583-8274.

67 HODAKA (dirt) $325.00. 13151 Herron St., Sylmar, Cal. 367-7013.

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SENSATIONAL DUNSTALL DOMIRACER: 750cc

750cc, featured June '68 Modern Cycle–Page 55. See/Want/Buy for best offer over eighteen! Circle Service, Hazeltine & Vanowen – Van Nuys. For appointment, call 782-0478.

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HAYWARD OPENING NIGHT 1,600 ATTEND

Story by Larry Stewart
Photo by Harry Smith

If anyone still doubts the popularity of sportsman TT racing, he should have been at the Hayward (Calif.) Speedway on Saturday night, May 4. An overwhelming crowd of 437 riders and approximately 1200 spectators turned out for the opening event of the Hayward Motorcycle Club's weekly races, held every Saturday night through the summer.

Dring Does His Thing

BSA rider Harry Dring turned in the performance of the night by winning both the heat and Main Event of the Open Expert class. In the heat Harry drew a bad start but came up from fourth place to take the lead halfway through the race. He was forced to do the same thing all over again in the Main when Rod Norgard and Tif Mullenax got out in front of him and were not about to give up their positions without a battle. But Harry got by both of them in beautifully controlled slides to take the win.

This is the first time that Dring, who is only 18, has had a 650cc of his own to ride, and if he can keep up the pace he set Saturday night he will give the top 650 Experts in District 36 something to worry about.

Allan Kenyon pushed his Bultaco 360 to victory in the 500 Expert class which, at Hayward, has always been the province of the 30.50 Triumphs and BSAs. Paul Johnson, also riding an El Bandido, did his best to make it a 1-2 finish for the two-strokes, but Ron Enos and his BSA Victor wouldn't cooperate. Johnson hung on Enos' rear fender for the entire race but the popper couldn't be moved out of second place. Those two made quite a race of it, but Kenyon motored around for the win without being seriously challenged.

The Wymer brothers, Rich and Willis, continued their winning streak by riding their BSAs to victory in the 500 Amateur and 350 Novice classes.

For the second time this year Jan Mireault won both the 250 and 650 Novice classes, taking the former on a Bultaco and the latter on a Triumph.

Other fine riders who did an excellent job in winning their classes were Chal DeCecco in the 250 Expert, Dave Bellina in the 250 Amateur, Mike Robinson in the 200 Amateur and Derek Olsen in the 100 Novice.

Mike Robinson (61v) winner of the 200 Amateur class about to pass an early leader over the Hayward jump.

Overwhelming Attendance

The crush of riders and spectators severely taxed the Hayward M.C. facilities. Sign-up took place from 4 to 6 p.m. but competitors arriving after the first hour or so found no room to park in the pits and were forced to wheel their machines in from outside parking lots. A wait of 45 minutes for three practice laps v re not unusual. Other catastrophes, such as a shortage of hot dogs and long lines to the rest rooms (?) also occurred. Worst of all – especially for Cycle News the club statistician was overwhelmed by the immense number of riders and could not immediately provide complete results. So if there are mistakes this week, please bear with us. The HMC says they'll have things straightened out soon.

All this cannot, of course, be blamed on the Hayward members. They did their abolute best to cope with what was an almost impossible situation. Those inclined to complain about the inconveniences should remember that Hayward usually draws only half that many riders and spectators. But unless the HMC gets a lot more members and larger facilities, they will have to encourage another club to start Saturday night racing. Their track is just too popular.

(Results on page 16)

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CYCLE NEWS

MFP 25¢

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

Mud, mud and more mud greeted riders at 175-Mile National Championship Enduro held in Shelby, Indiana. Though this competitor is encountering difficulties, nothing stopped Bill Baird (Triumph) from winning the event. – Photo by Ben Hall.